2015 PLACEPLAN: TURN THE CORNER

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NILES

2015 PLACEPLAN: TURN THE CORNER
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Mlplace Partnership

PlacePlans is supported by Michigan State University and the Michigan State Housing Development Authority as a component of the Mlplace Partnership. The Mlplace Partnership is a statewide initiative with the purpose of keeping Michigan at the forefront of a national movement known as placemaking. It is based on the concept that people choose to live in places that offer the amenities, resources, social and professional networks, and opportunities to support thriving lifestyles. The partnership helps communities create and strengthen those places. Learn more at mplace.org.
The Michigan Municipal League presents this PlacePlan to the city of Niles as a strategy for driving the transformational redevelopment of several city-owned properties near downtown Niles. The site design and space planning by the League’s consulting team—Nederveld, Inc., and Williams & Works—builds on a study of Niles’ existing assets, discussions with local business owners and developers, and state-wide experience with creating successful places.

The PlacePlan revolves around three parcels: the “old YMCA site” on the northeast corner of Main and State Streets, the “old public safety site” at the southwest corner of 3rd Street and Broadway, and the “Water Street block”, on the west side of Front Street between Sycamore and Ferry Streets. All three sites overlook the St. Joseph River and sit just beyond the edges of the city’s Main Street district, offering opportunities to grow the active core of the city.

The report includes recommended development scenarios for each of these three properties, including concept plans, renderings, and construction cost estimates for each, as well as an analysis of zoning changes that will be needed to enable these developments. Each site concept will require refinement by the ultimate developer, but these concepts provide the foundation for development that will take advantage of Niles’ place assets and serve as catalysts for further investment.

Because successful urban development relies on good public spaces—and vice versa—the PlacePlan also includes recommendations for the streets around these target sites. High-quality streets that serve all users will maximize the attractiveness of development at these sites, whether for residents who want to stroll downtown for an evening outing or for new businesses seeking customer traffic.

As Niles moves forward with the development of these sites, the city should consider the steps outlined below to have the best opportunity for success. League staff anticipates continuing to be involved, both as a resource for city staff as they move forward, and in helping to publicize and showcase Niles’ local successes across the state.
Incorporate Residential Target Market Analysis Results

Niles is currently participating in a regional Target Market Analysis (TMA) process coordinated by Kinexus. The city initially expected the TMA to be completed by mid-2015 so that the results could be incorporated into the PlacePlan, but due to factors beyond the city’s control, the TMA will not be completed until later in 2016.

The TMA will identify demographic clusters that are likely to be moving into the region in the next few years, and describe the housing types and price points that are likely to be competitive for those households. Niles and their development partners can use this data to help refine the housing that they create.

However, the city has repeatedly expressed a desire to use development on these sites to shift the local market. A combination of new housing options and an aggressive marketing effort to prospective new residents could allow Niles to “beat” the TMA forecast. Since the TMA is a regional effort that will provide results for multiple cities across several counties, Niles and their development partners could look to results for other cities to identify demographic groups that they might be able to recruit, and get some information from those results to back local efforts.

Within the TMA region, Niles is also unique in its relationship to South Bend, Indiana. With many residents already commuting across the state line, Niles can look at South Bend as a target of any resident attraction marketing efforts. However, the TMA’s data collection and analysis is done on a county basis, so will not include any data from Indiana. The city can ask LandUse|USA, the TMA consultant, for a data profile of the South Bend area. This will not include the same level of analysis as is provided for the TMA region, but the city can use it to identify potential resident groups above and beyond those noted in the TMA.

Coordinate With Local Partners on Resident Attraction

Even before receiving the TMA results, the city can begin designing a resident attraction program. Local anchor institutions such as the hospital and county, and business partners like UltraCamp, should be a part of this strategy. These types of employers tend to have educated and more highly-paid workforces—a demographic that shows a preference for living in urban places. Their success in attracting talent is linked to the city’s success in placemaking. By actively pursuing potential residents with these partners, Niles can accelerate the success of their downtown and near-downtown housing market.

As a basic step, the city should compile a resident recruitment package that these entities can provide to candidates during their hiring processes. If a candidate needs to relocate in order to take a job, putting information about options into their hands as early as possible helps them consider options that might not otherwise be on their radar. This information could include downtown home and apartment listings, contacts for area real estate agents and contractors, and downtown events and attractions. The goal of this information is to both emphasize what Niles has to offer and provide potential residents with some handholding through the process.

A further step could be an incentive program that helps address the gap between market values in Niles and the actual cost of buying a new-construction home, or the cost of buying and renovating an aging home. The city could consider home-buyer assistance grants (or loans that are forgiven after a certain number of years of occupancy) that can go towards down payments or rehab costs in target areas. This could be another way to either support the new development types discussed in this report or to help build momentum from those sites out into the adjacent neighborhoods.

The largest and most full-featured example of these programs
is the “Live Detroit” program (http://www.livedetroit.org/), which is supported by public and private employers and foundations. For a version more similar in size to Niles, consider “Live Ypsi” (https://uwmich.edu/liveypsi/), a program funded by Eastern Michigan University, Washtenaw County, and DTE to incentivize EMU employees to purchase homes near campus. The program offers loans of $5,000 to $10,000 to employees to buy homes; the loans are forgiven if the recipients both remain EMU employees and continue to live in the home for 5 years. In its first four years, the program has supported 21 home purchases.

**Aggressively Leverage Development Incentive Programs**

City staff and business owners have described a difficulty with getting financing for major projects in Niles due to the lack of comparable projects. One stakeholder noted that the city has not seen new market-rate residential construction in nearly 40 years. Since the transformational developments desired for the subject sites are intended to pioneer market niches, they can expect to run up against this challenge.

The city and development partners should engage the state’s Community Assistance Team (CATeam) in identifying potential incentive and financing programs. In particular, the developments considered on these sites meet many of the priorities of the state’s Community Revitalization Program, a need-based / gap financing program that can provide up to 25 percent of the costs of transformative projects like these. A state commitment through CRP cannot be made until the project’s site plan and budget are nearly finalized, in order to identify the amount of gap financing needed. However, the CATeam should be engaged earlier in the process, both to ensure a smooth application process and to identify any other incentives that might apply.

Locally, the city has already taken a significant step to reduce up-front construction costs by having cleared land available for development. The city has limited options for additional support, especially considering the strictly limited funding—and competing demands—on typical incentive sources such as the DDA’s TIF and the city’s CDBG allocation.

One option that the city could consider for one or more of these sites is the creation of a Neighborhood Enterprise Zone (NEZ) under PA 147 of 1992. This tool allows newly constructed owner-occupied dwellings to be taxed at a reduced millage rate for up to 15 years. Reducing the tax burden can help owners secure larger mortgages, supporting more expensive up-front construction costs. An NEZ can also support investment in existing residences. Homeowners can make major investments in their property without paying increased property taxes for the 15 year period. An NEZ obviously reduces the city’s revenues from these investments, but can be used to support investment in neighborhoods where it would not otherwise happen—meaning the city won’t see any new revenue anyway—or where the city desires to incentivize homeownership.

MEDC’s fact sheets on both the Community Revitalization Program and Neighborhood Enterprise Zones have been included after the consultants’ work product.

**Apply Placemaking Approach to City Master Planning**

The city of Niles intends to revise its master plan in 2016, and should use placemaking as a way of thinking about neighborhoods city-wide. Older cities like Niles cannot compete against greenfield development in providing large homes on large lots at low cost. They must instead focus on the amenities and character that provide a high quality of life. Most of these opportunities will be found in the downtown area and the near-downtown neighborhoods, and the master plan should take special care to link the rest of the city to these amenities that distinguish Niles’ sense of place.

The master plan revision should be a participatory process that engages residents in identifying the assets that make Niles unique, and in finding low-cost, incremental ways to enhance, connect, and build on those assets. The League’s placemaking website offers resources for community engagement as well as case studies across a range of place assets that the city can refer to for ideas in their own local process: http://placemaking.mml.org/how-to/

The work of the PlacePlans consultant team also provides ideas that can be adapted and expanded upon during the master plan process to look beyond the target sites considered during this process. Many of the housing types they describe could fit into neighborhoods around Niles. The street cross-sections included for the downtown area can be used to think about how other streets should function to serve all users well. The pop-up activities detailed offer ideas for how the community can experiment and test new opportunities before committing to them.
Niles is one of nineteen cities participating in the PlacePlans pilot program, which began in 2012 as a collaboration between the Michigan Municipal League (League) and Michigan State University (MSU), with funding support from the Michigan State Housing Development Authority (MSHDA). PlacePlans assists communities with their efforts to carefully invest in key locations that will drive additional economic development and help them attract and retain residents and businesses.

Successful placemaking is a dynamic, strategic approach to community and economic development based on an individual community’s strengths. It is based on the concept that people choose to live in places that offer the amenities, resources, social and professional networks, and opportunities to support thriving lifestyles. PlacePlans is a collaborative effort to demonstrate some elements of this process, working through and supporting the leadership of local governments, nonprofit organizations, and businesses.

The PlacePlan process is customized to each project and community, but each involves selection of a priority site in the community, an intensive community engagement strategy and direct work with key community stakeholders. Products of the PlacePlan projects can include conceptual designs, market studies, analysis of community assets and opportunities and better connections to state agency support tools. The goals are to positively impact each participating community’s ability to leverage their place-based assets as economic drivers and to provide lessons large and small for other communities across Michigan. For more information about placemaking in Michigan and the PlacePlans program, visit placemaking.mml.org.

Connection to Statewide Initiatives
PlacePlans is supported by MSU and MSHDA as a component of the MIplace Partnership. The MIplace Partnership is a statewide initiative with the purpose of keeping Michigan at the forefront of a national placemaking movement. MIplace helps communities create and bolster placemaking efforts through education, technical assistance, and implementation tools. It is led at the state agency level by MSHDA, and coordinated through a public/private leadership collaborative known as the Sense of Place Council. Both MSU and the League are part of the Sense of Place Council.
In parallel to PlacePlans demonstration projects, the League has developed a policy agenda, called Partnership for Place, which proposes to change the way local and state governments invest in and support quality places. It is built on the idea of a partnership between the state of Michigan and its municipalities that will support sustainable economic growth and invest in key places. The agenda focuses on four fundamental areas of action:

- **Funding for the Future**
  Making sure that appropriate funds and tools are available to operate efficiently and work regionally in order to succeed globally.

- **Michigan in Motion**
  Shifting from near-exclusive vehicular-based investment to alternative modes of transportation that will accommodate all users.

- **Place for Talent**
  Partnering with the State to attract and retain talented workers in our communities through placemaking policies.

- **Strength in Structure**
  Seeking out solutions to invest in infrastructure and development where it will produce the best results and target resources with maximum outcomes.

You can find more information about the Partnership for Place at placemaking.mml.org

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**Project History**

In 2015, the city of Niles requested technical assistance from the PlacePlans program in positioning three publicly-owned sites adjacent to their Main Street district for transformational development. The city had cleared the sites of existing, functionally obsolete buildings, and had begun conversations with potential developers, but desired help in understanding what type of development would best serve the city in these locations. Because the city had not seen any significant development in recent decades, they lack good local precedent to guide discussions. Simultaneously to their application to the PlacePlans program, the city joined a regional residential target market analysis coordinated by Kinexus.

The combination of available city-owned development property, interested potential developers, and a pending market analysis put the city in good position to secure investment. To take advantage of these pieces, the city needed assistance in understanding what type of development would be appropriate for these sites to provide the greatest benefit to the city: Niles not only wanted to see these sites put to productive use, but wanted to use them to create a pattern of development that could be replicated on other properties.

To fill this gap, the League engaged a consultant team from Nederveld Associates and Williams & Works to work with city staff and their partners in creating recommended development scenarios for each site. The consultants applied their experience with the region’s property development market and strategic placemaking principles to provide the city steering committee with several iterations of design for each site. The consultant team also looked at the streets adjacent to each of these sites and connecting them to the downtown and surrounding neighborhoods, providing recommendations for how each street could be configured to support the desired development. Their work product follows as the major deliverable for the PlacePlans program in Niles.
APPENDIX
APPENDIX A
Turn the Corner PlacePlan
“First we shape our cities, and then our cities shape us.”

-Danish urbanist Jan Gehl
Niles Turn the Corner Place Plan
February 12, 2016

The City of Niles Place Plan was a collaborative effort between the City of Niles and the Michigan Municipal League.

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**CITY OF NILES PLAC EPLAN**

MICHAEL MUNICIPAL LEAGUE

NEDE RVELD | WILLIAMS & WORKS

4 March 2016
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“A sense of place is built up, in the end, from many little things too, some so small people take them for granted, and yet the lack of them takes the flavor out of the city”

-Jane Jacobs
INTRODUCTION NILES: TURN THE CORNER

What is Placemaking?
The Michigan Municipal League identified eight essential assets that make communities vibrant places in the 21st century: physical design & walkability, green initiatives, cultural economic development, entrepreneurship, diversity, messaging & technology, transit and education. Helping Michigan’s leaders grow these assets in their own communities serves as the focus of the League. Research continues to show that “placemaking” matters more than ever, as an increasingly mobile workforce seeks out neighborhoods before finding jobs and opening up businesses.

As an approach, placemaking recognizes that places (central gathering spots, downtowns, neighborhoods, and regions) must be designed in a way that their form (physical scale, land use diversity and density) leads to and supports desired social activity, resulting in a positive psychological and emotional response from those who spend time, reside in, or work within the place at hand. In order to plan for the development and maintenance of places that offer the amenities that support a wide array of real estate market demands, placemaking combines a variety of land use planning principles that move communities away from conventional zoning and development that focuses on where a single use, such as restaurants / entertainment / retail / office, should be located and instead considers how these uses should be combined in an environment that draws residents and visitors alike to enjoy spending extended time in a space. Many of these guiding principles lean toward designing spaces mirroring bustling traditional neighborhoods developed prior to widespread use of the automobile.

Placemaking is a dynamic, strategic approach to community development and economic revitalization based on an individual community’s strengths within core “quality of life” areas. PlacePlans promotes a comprehensive understanding of a community’s place-based assets, and provides the tools and strategies to best leverage them.

Building 21st century communities
Experts from around the world – in academic, business and public sectors alike – agree that investing in communities is a critical element to long-term economic development in the 21st century. Michigan’s future depends on its ability to attract and retain knowledge-based workers. Central to attracting this priceless commodity is place. Research proves that successful 21st century communities effectively leverage the League’s eight assets, creating Better communities and a better Michigan.
The League’s Eight Assets
Through our Public Policy forums, research, and education, the League identified the eight assets that Michigan’s communities need to grow and strengthen, for our state to sustain and prosper in coming years. A grant from the Michigan State Housing Development Authority (MSHDA) allowed the League to feature expert speakers with cutting-edge, creative solutions for creating better communities in Michigan. Research shows that these eight assets are essential to a community’s livelihood:

- Physical Design & Walkability
- Green Initiatives
- Cultural Economic Development
- Entrepreneurship
- Diversity
- Messaging & Technology
- Transit
- Education

What is a PlacePlan?
The purpose of a PlacePlan is to help local officials identify, develop, and implement strategies that will grow and strengthen their community in the coming decades.

The PlacePlans process, developed by the Michigan Municipal League, is customized to each project and community. In general the process involves an intensive community engagement strategy, including a public visioning session, several public meetings to provide specific input and feedback, and direct work with key community stakeholders along the way. PlacePlans projects will positively impact each community’s ability to leverage their place-based assets as economic drivers, and will provide lessons large and small for communities across Michigan.
INTRODUCTION

THE PUBLIC REALM

The public realm is the area defined by the building walls and the street space. The careful consideration and design of the physical elements that define and create the public realm is one of the cornerstones of Placemaking.

The public realm’s success is also defined by the activity and program that takes place within its physical spaces. Considering how people use and interact with the public realm is equally important to the physical design.

The Niles “Turn the Corner” PlacePlan is organized to guide incremental change that can help to aid both short- and long-term physical design and programmatic decision-making. It should be used as a guide for both city leadership and citizens who desire to shape their future city in a positive way.

The Place Plan is organized into six distinct sections that provide analysis of assets and connections, recommendations for re-envisioning streets as places, specific site design concepts for infill and redevelopment, building typologies that support creating high quality public space, parking strategies to promote walkable urban fabric, and tactical implementation strategies to test and jump start city building initiatives.

NILES: TURN THE CORNER

The illustration on this page depicts the components of the Public Realm and indicates the PlacePlan elements that shape that portion of the Public Realm.

Section 1 Assets + Connections: Existing opportunities within downtown Niles to connect the city’s assets.

Section 2 Streets as Places: Short- and long-term design interventions to transform streets into places for everyone.

Section 3 Site Design: In depth visioning and analysis of three key redevelopment sites within downtown, including design concepts and implementation strategy.

Section 4 Building Typologies: Six critical urban-scaled building types that should be used on redevelopment sites to foster the creation of place.

Section 5 Parking Strategy: Review and analysis of existing downtown parking and recommendations on how to manage parking to create a more livable city.

Section 6 Tactical Implementation Strategies: Five things that you can do to join the conversation and shape your city.
INTRODUCTION

NILES: TURN THE CORNER

The Turn the Corner PlacePlan contains six sections that will assist and guide placemaking in Niles. These sections are briefly described below to give a snapshot about what they are and why they are important.

Section 1 ASSETS + CONNECTIONS:
This section identifies key community assets unique to Niles and determines the essential routes for connecting these assets to one another through various modes. Whether biking, walking or driving, community assets, when linked together, create a synergy by reinforcing the spirit of community, increasing economic opportunity, and offering safe choices for moving about the downtown. Key assets include the Main Street business block, the Amtrak station, the riverfront linear park and trail, City Hall, Wonderland Cinema, Lakeland Hospital, and the surrounding neighborhoods. The identification of assets and connections is a result of input gathered through stakeholder meetings at the outset of the project. The suggested connections provide the City of Niles the greatest opportunities because of local control and market conditions. For example, Second Street is identified as a key bicycle route because it is parallel to the river, adjacent to City Hall, intersects with downtown, has a wide cross section, and is owned and maintained by the City of Niles. Front Street, which is the jurisdiction of the Michigan Department of Transportation, is recommended for pedestrian enhancements, especially at key intersections.

Why is this important?
Community assets and connections provide a framework for building a great place; as they represent the existing conditions specific to Niles. Healthy communities have options for mobility, recognizing that shifting demographics and an aging community means that driving may not always be an option. Multi-modal, connected communities thrive as residents and visitors discover places to shop, work, live, and recreate in close proximity to one another.

Section 2 STREETS AS PLACES:
This section provides incremental design solutions to transform Front Street, 2nd Street, and Ferry Street into multi-model, shared spaces that increase connectivity and enhance livability in downtown Niles. These design solutions are conveyed as cross-sections for each street and provide interventions to change the dimensions of both pedestrian and vehicle space, while adding bicycle facilities where appropriate. The intent of the design solutions is to provide the opportunity to recast the streets as places for people, while still providing necessary vehicular connections. While the solutions focus on three specific streets, the solutions are transferable to other streets within downtown as needs arise. Additionally, this section also provides four street typologies for alley, shared street, bikeway and mews. These typologies are included to provide general guidelines to activate streets in different ways and at different scales. The typologies are also included in the site designs (Section 3) as components in their overall vision.

Why is this important?
Streets are the largest public space in Niles. As in most places, streets are thought of as thoroughfares for cars and trucks, rather than as multi-modal places. Rethinking the street as a place provides for an opportunity to create a dignified public realm that serves all members of the community. Streets as places include shared space for bikes, people, and cars while also providing beauty through street trees, simple materials, and appropriately scaled urban fabric that can enhance livability, vibrancy, and connectivity.
Section 3 SITE DESIGN:
This section envisions three key redevelopment sites in downtown Niles, including the former YMCA site (referred to as Main and State), the former public safety site (referred to as Broadway and 3rd), and the Water Street Block area. Concept plans for each of these sites, along with appropriate building types, were created through multiple feedback loops with stakeholder collaboration. The illustrative plans depict potential redevelopment scenarios that promote riverfront activation, increased connectivity, shared space, enhanced walkability, urban livability, and street vibrancy. Each redevelopment scenario also includes an analysis of existing zoning and recommendations for amending the zoning to permit implementation of the redevelopment and build out cost estimates for both site construction and architecture. The estimates provide an anticipated per unit cost of site investments that help to guide future development decisions.

Why is this important?
Shaping the public realm with urban buildings and pedestrian-scaled spaces will create nodes of activity, walkable destinations, and credible connection to the St. Joseph River. Additionally, the three development sites provide a myriad of residential options that provide choices for people who may want to live downtown - more people living downtown will create a critical mass of people that will generate demand and support for more activities and services.

Section 4 BUILDING TYPOLOGIES:
This section provides a brief overview of six urban scaled building types that can be used as infill in downtown Niles. The building typologies provide the essential facade composition requirements and precedent images that convey the urban design intent of each building type. These building types provide solutions to build critical mass and create appropriately-scaled density while also offering diverse opportunities for living, working, and playing in downtown Niles. The typologies also create the framework for a potential future form-based code. Some of the building types (mixed use building, rowhouse, mews rowhouse, and cottage court) are used in the site design (Section 3) as infill solutions in the overall vision. While others (retail building and live/work building) provide alternate solutions that can equally shape the public realm. The retail building (a one-story alternate to the mixed use building) can provide the same ground floor activation as the mixed-use building without building a multi-story building. While this building type should be used with discretion in the downtown, it is a typical urban building type in many small Midwest towns and cities. The live/work building offers a transitional building that is intended to convert from living to working as the market warrants. Live/work buildings are typically for one owner, who may want to have a small office or service on the ground floor and live above that space.

Why is this important?
Buildings provide the walls that define the public realm. Without these building walls the urban space is often times too large for a person to feel comfortable in and not active enough to make people want to be in it. Urban buildings are expected to behave on the street by providing transparent and permeable walls (walls that you can see in and out of and walls that you can sometimes walk through to buy goods and services). The scale, composition, and detailing of these walls is essential to building place, and must be carefully considered through the study of precedent (historical examples that work) and the use of restrained design that considers not only the building, but also the space that the building creates.
Section 5 PARKING STRATEGY:
Many communities believe that a lack of parking is the root cause of disinvestment and vacancy in a downtown. In Niles, we have determined that sufficient parking exists to support the existing and potential future use mix and proposed infill development. Over 2000 parking spaces are available within a ½ mile of downtown Niles. The challenge for Niles is not sufficient parking. Instead, the challenge is managing the parking, through zoning, land use policy, and public and private collaboration, to make the most efficient use of the spaces provided. This section of the plan includes recommendations for the management of both on and off-street parking spaces to ensure parking is available and balanced with new development opportunities.

Why is this important?
Communities with an abundance of parking often suffer from a lack of a cohesive building wall or urban fabric. Never should surface parking supersede the built environment. When we plan for cars, we lose the essential component of a thriving community, which is people. People must feel safe and comfortable, and feel they are a priority in a downtown. A people-first mentality means that cars, and the storage of cars, is secondary to the pedestrian experience. Therefore, well-marked and managed off-street parking is located behind buildings, while preferably parallel, on-street parking serves adjacent ground-floor retail businesses and buffers sidewalks and bike lanes from vehicular travel lanes.

Section 6 TACTICAL IMPLEMENTATION STRATEGIES:
The mark of a successful plan is its implementation. Niles, having many community groups engaged in placemaking, will help ensure continued process towards making a great place. As a designated Main Street community, with an active Downtown Development Authority and a state and nationally-recognized historic district, there are many individuals committed to community development. This PlacePlan identifies temporary and long-term tactical implementation strategies that build upon the existing momentum towards revitalization. Five tactical implementation strategies relate to the broad vision and redevelopment opportunities identified in this PlacePlan. Strategies are low-cost, reversible, and impactful. Alley Appreciation, and creating a flexible community gathering place like Pop-up Place, make use of undervalued areas of the community and provide a litmus test for long-term transformational investments. Wayfinding and testing Complete Streets enhancements through temporary pavement markings, bollards, planters, signs or other features, can be engagement activities whereby community members build, use, document, modify, and test long-term feasibility.

Why is this important?
Tactical implementation is based on the principles of design-thinking where projects and concepts are prototyped, tested, and modified after observation and documentation. As short-term, low-cost techniques, tactical approaches to placemaking provide communities with immediate results, and the peace of mind knowing that a more substantial investment could be made consistent with the results gathered during the testing period. Additionally, tactical implementation provides city-leadership with opportunities for citizen engagement, where participants are educated about the needs, benefits, approaches, and results of an intervention, and can be empowered to effect change locally. These participants will naturally transition to champions for long-term community building.
ASSETS + CONNECTIONS

PROPOSED BICYCLE ENHANCEMENT ROUTE MAP

MAP KEY
- On-Street Bike Lane
- On-Street Bike Sharrow
- Activity Center
- Regional Trail
- Existing
- Project Area

1.2

NORTH
PROPOSED RIVERFRONT ENHANCEMENT AREA MAP

MAP KEY
- River Connector
- Regional Trail Existing
- River Connector Segment
- Dual Frontage/Rear Building Activation
- Project Area
STREETS AS PLACES

FRONT STREET (segment 1)

EXISTING STREET SPACE (looking south)

right-of-way width = 66 feet

thoroughfare width = 45 feet
(face of curb to face of curb)

FUTURE STREET SPACE (looking south)

right-of-way width = 66 feet

thoroughfare width = 36 feet
(face of curb to face of curb)

Sidewalk Walking Zone:
Existing width: 6 feet
Future width: 8 feet

Furnishing Zone:
Existing width: 4'-6"
Future width: 7 feet
Add more street trees and paved furnishing zone to match sidewalk.

On-street Parking Zone:
Existing width: 8 feet
Future width: 8 feet
Remove right turn lane and add parking lane on west side of street.

Vehicle Travel Zone:
Existing width: 12'-6"
Future width: 10 feet
Reduce width of each travel lane by 2'-6" to add more pedestrian space.
### Streets as Places

**Front Street (segment 2)**

#### Existing Street Space (looking south)

- **Right-of-way width**: 66 feet
- **Thoroughfare width**: 45 feet (face of curb to face of curb)

<table>
<thead>
<tr>
<th>People Zones</th>
<th>Thorougfare: Vehicle Zones</th>
<th>People Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>6' 4'-6'</td>
<td>8' 14'-6' 14'-6' 8' 4'-6'</td>
<td>6'</td>
</tr>
</tbody>
</table>

#### Future Street Space (looking south)

- **Right-of-way width**: 66 feet
- **Thoroughfare width**: 36 feet (face of curb to face of curb)

<table>
<thead>
<tr>
<th>People Zones</th>
<th>Thorougfare: Vehicle Zones</th>
<th>People Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>8' 7'</td>
<td>8' 10' 10' 8' 7' 8'</td>
<td></td>
</tr>
</tbody>
</table>

#### Street Space Summary

**Sidewalk Walking Zone**
- **Existing width**: 6 feet
- **Future width**: 8 feet
- Add more street trees and paved furnishing zone to match sidewalk.

**Furnishing Zone**
- **Existing width**: 4'-6"
- **Future width**: 7 feet
- Add more street trees and paved furnishing zone to match sidewalk.

**On-street Parking Zone**
- **Existing width**: 8 feet
- **Future width**: 8 feet

**Vehicle Travel Zone**
- **Existing width**: 14'-6"
- **Future width**: 10 feet
- Reduce width of each travel lane by 4'-6" to add more pedestrian space.
STREETS AS PLACES

**EXISTING STREET SPACE (looking south)**
- Right-of-way width: 66 feet
- Thoroughfare width: 40 feet (face of curb to face of curb)

**FUTURE STREET SPACE (looking south)**
- Right-of-way width: 66 feet
- Thoroughfare width: 36 feet (face of curb to face of curb)

**STREET SPACE SUMMARY**

- **Sidewalk Walking Zone:**
  - Existing width: 5 feet / 7 feet
  - Future width: 8 feet

- **Furnishing Zone:**
  - Existing width: 8 feet / 6 feet
  - Future width: 7 feet
  - Add more street trees and landscaped parkway at furnishing zone.

- **On-street Parking Zone:**
  - Existing width: not included
  - Future width: 8 feet

- **Vehicle Travel Zone:**
  - Existing width: 20 feet
  - Future width: 10 feet
  - Reduce width of each travel lane by 10 feet to add more pedestrian space and on-street parking.

---

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### Front Street (segment 4)

#### Existing Street Space (looking south)
- **Right-of-way width**: 66 feet
- **Thoroughfare width**: 42 feet (face of curb to face of curb)

#### Future Street Space (looking south)
- **Right-of-way width**: 66 feet
- **Thoroughfare width**: 36 feet (face of curb to face of curb)

- **Sidewalk Walking Zone**:
  - **Existing width**: 6 feet
  - **Future width**: 8 feet
  - Add more street trees and landscaped parkway at furnishing zone.

- **Furnishing Zone**:
  - **Existing width**: 6 feet
  - **Future width**: 7 feet

- **On-street Parking Zone**:
  - **Existing width**: not included
  - **Future width**: 8 feet

- **Vehicle Travel Zone**:
  - **Existing width**: 21 feet
  - **Future width**: 10 feet
  - Reduce width of each travel lane by 11 feet to add more pedestrian space and on-street parking.
STREETS AS PLACES

**FRONT STREET** (segment 5)

**EXISTING STREET SPACE (looking south)**

- **Right-of-Way Width**: 66 feet
- **Thoroughfare Width**: 47 feet (face of curb to face of curb)

**Future Street Space (looking south)**

- **Right-of-Way Width**: 66 feet
- **Thoroughfare Width**: 36 feet (face of curb to face of curb)

**STREET SPACE SUMMARY**

**Sidewalk Walking Zone**
- Existing width: 5 feet, one side only
- Future width: 8 feet

**Furnishing Zone**
- Existing width: varies
- Future width: 7 feet

Add more street trees and landscaped parkway at furnishing zone.

**On-street Parking Zone**
- Existing width: not included
- Future width: 8 feet

**Vehicle Travel Zone**
- Existing width: 23'-6" feet
- Future width: 10 feet

Reduce width of each travel lane by 13'-6" to add more pedestrian space and on-street parking.
2.6

STREETS AS PLACES

2nd STREET (option 1)

EXISTING STREET SPACE (looking south)

FUTURE STREET SPACE OPTION 1 (looking south)

STREET SPACE LOCATION MAP

STREET SPACE SUMMARY

Sidewalk Walking Zone:
- Existing width: 6 feet
- Future width: 6 feet
- Sidewalk width does not change.

Furnishing Zone:
- Existing width: 6 feet
- Future width: 6 feet
- Furnishing zone width does not change, however street trees should be added.

On-street Parking Zone:
- Existing width: 8 feet
- Future width: 7 feet
- Reduce width of each on-street parking lane width by 1 foot to accommodate insertion of new bike lanes.

Bike Lane Zone:
- Existing width: not included
- Future width: 6 feet
- Add bike lanes to both sides of the street.

Vehicle Travel Zone:
- Existing width: 13 feet
- Future width: 8 feet
- Reduce width of each travel lane by 5 feet to accommodate insertion of new bike lanes.
### 2nd STREET (option 2)

#### STREETS AS PLACES

**EXISTING STREET SPACE (looking south)**

- **Right-of-way width:** 66 feet
- **Thoroughfare width:** 42 feet

**People Zones:**
- Sidewalk Walking Zone: Existing width: 6 feet, Future width: 6 feet
  - Sidewalk width does not change.
- Furnishing Zone: Existing width: 6 feet, Future width: 6 feet
  - Furnishing zone width does not change, however street trees should be added.
- On-street Parking Zone: Existing width: 8 feet, Future width: 7 feet
  - Reduce width of each on-street parking lane width by 1 foot to accommodate insertion of new bike lanes.
- Bike Lane Zone: Existing width: not included, Future width: 6 feet
  - Add bike lanes to both sides of the street.
- Vehicle Travel Zone: Existing width: 13 feet, Future width: 8 feet
  - Reduce width of each travel lane by 5 feet to accommodate insertion of new bike lanes.

**Future Street Space Option 2 (looking south)**

- **Right-of-way width:** 66 feet
- **Thoroughfare width:** 42 feet

**People Zones:**
- Sidewalk Walking Zone: Existing width: 6 feet, Future width: 6 feet
- Furnishing Zone: Existing width: 6 feet, Future width: 6 feet
- On-street Parking Zone: Existing width: 8 feet, Future width: 7 feet
- Bike Lane Zone: Existing width: not included, Future width: 6 feet
- Vehicle Travel Zone: Existing width: 13 feet, Future width: 8 feet
STREETS AS PLACES

EXISTING STREET SPACE (looking west)

right-of-way width = 66 feet

thoroughfare width = 30 feet
(face of curb to face of curb)

18' 11' 11' 8' 18'

BUILDING TYPE AND FRONTAGE ZONE (no building present)

PEOPLE ZONES

STREET SPACE SUMMARY

Sidewalk Walking Zone:
Existing width: 18 feet, one side only
Future width: 10 feet
Add sidewalk to south side of street.

Furnishing Zone:
Existing width: not included
Future width: 8 feet
Add furnishing zone and street trees.

On-street Parking Zone:
Existing width: 8 feet, one side only
Future width: not included
Remove on-street parking.

Bike Lane Zone:
Existing width: not included
Future width: 9 feet
Add bike lanes to both sides of the street.

Vehicle Travel Zone:
Existing width: 11 feet
Future width: not included
Remove automobile traffic from the street space.

Median Zone:
Existing width: not included
Future width: 12 feet
Add median and street trees.

FUTURE STREET SPACE (looking west)

right-of-way width = 66 feet

thoroughfare width = 30 feet
(face of curb to face of curb)

10' 8' 9' 12' 9' 8' 10'

BUILDING TYPE AND FRONTAGE ZONE

PEOPLE ZONES

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Alley Street Space Type includes:

1. No curb and gutter / no sidewalk. Vehicle travel zone is at the same elevation as pedestrian area.

2. Paved spaces are not defined for pedestrian or automobile (mixed space).

3. Limited vehicular access for service related activities only.

4. Opportunities for secondary frontages, seating, and landscape.

5. Depicted in Water Street concept plans.
Shared Street Space Type includes:

1. No curb and gutter / no sidewalk. Vehicle travel zone is at the same elevation as pedestrian area.

2. Paved spaces are not defined for pedestrian or automobile (mixed space).

3. Decorative pavement (bricks or stone) may be used to enhance and delineate space.

4. Sometimes referred to as a “woonerf”.

5. Depicted in Water Street concept plans.
Bikeway Street Space Type includes:

1. May be either a dedicated bike lane, protected bike lane, or bike (and pedestrian) only street space.

2. Physically separated from automobile traffic with planters, bollards, or other barriers.

3. Bike only connector (possibly Ferry Street, as envisioned in the Water Street concept plans) provide opportunities for green infrastructure and secondary frontages.
Mews Street Space Type includes:

1. No curb and gutter / no sidewalk.

2. Paved spaces are not defined for pedestrian or automobile (mixed space).

3. Decorative pavement (bricks or stone, typically not asphalt or concrete).

4. Depicted in Main & Second concept plans (former YMCA site).
**ILLUSTRATIVE PLAN: CONCEPT A PHASE 1**

**SITE LOCATION MAP**

**CONCEPT A PHASE 1 SUMMARY**

- **Mews Entry Rowhouse Building Type:**
  - 24’ wide units x 60’ deep
  - 24’ x 22’ two-stall attached garage
  - 2 to 3 story building
  - 2,000 to 3,000 square feet per unit
  - 4 dwelling units

**PRECEDENT BUILDING TYPES**

- Mews Entry Rowhouse
- Mews Entry Rowhouse

**SCHEDULE**

- Concept A Phase 1
- Concept B Phase 1
- Concept C Phase 1
- Concept D Phase 1
- Concept E Phase 1
- Concept F Phase 1

**SCALE:** 1” = 120’

**NORTH**
SITE DESIGN

ILLUSTRATIVE PLAN: CONCEPT A PHASE 2

CONCEPT A PHASE 2 SUMMARY

Mews Entry Rowhouse Building Type:
- 60' wide units x 24' deep
- 24' x 22' two-stall attached garage
- 2 to 3 story building
- 2,000 to 3,000 square feet per unit
- 4 dwelling units

Rowhouse Building Type:
- 24' wide units x 60' deep
- 24' x 22' two-stall attached garage
- 2 story building
- 1,800 to 2,300 square feet per unit
- 4 dwelling units

8 dwelling units total

PRECEDENT BUILDING TYPES

Mews Entry Rowhouse

Rowhouse
PRECEDENT BUILDING TYPES

- **Detached House Building Type:**
  - 24’ to 30’ wide units
  - 24’ x 22’ two-stall attached garage
  - 1 or 2 story building
  - 1,000 to 2,400 square feet per unit
  - 3 dwelling units

- **Rowhouse Building Type:**
  - 24’ wide units x 60’ deep
  - 24’ x 22’ two-stall attached garage
  - 2 story building
  - 1,800 to 2,300 square feet per unit
  - 4 dwelling units

- **Mews Entry Rowhouse Building Type:**
  - 60’ wide units x 24’ deep
  - 24’ x 22’ two-stall attached garage
  - 2 to 3 story building
  - 2,000 to 3,000 square feet per unit
  - 4 dwelling units

**CONCEPT A PHASE 3 SUMMARY:**

- **Detached House Building Type:**
  - 3 dwelling units

- **Rowhouse Building Type:**
  - 4 dwelling units

- **Mews Entry Rowhouse Building Type:**
  - 4 dwelling units

- **Total:** 11 dwelling units
ILLUSTRATIVE PLAN: CONCEPT A BUILD OUT

SITE LOCATION MAP

CONCEPT A BUILD OUT SUMMARY

Detached House Building Type:
- 24' to 30' wide units
- 24' x 22' two-stall attached garage
- 1 or 2 story building
- 1,000 to 2,400 square feet per unit
- 6 dwelling units

Estimated Site Cost: $305,000.00
Estimated Architecture Cost: $5,000,000.00
Site Cost per Residential Unit: $21,800.00

Rowhouse Building Type:
- 24' wide units x 60' deep
- 24' x 22' two-stall attached garage
- 2 story building
- 1,800 to 2,300 square feet per unit
- 4 dwelling units

Mews Entry Rowhouse Building Type:
- 60' wide units x 24' deep
- 24' x 22' two-stall attached garage
- 2 to 3 story building
- 2,000 to 3,000 square feet per unit
- 4 dwelling units

PRECEDENT BUILDING TYPES

ROW HOUSE

DETACHED HOUSE ON COURTYARD

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CONCEPT B BUILD OUT SUMMARY

- **Mews Entry Rowhouse Building Type:**
  - 60’ wide units x 24’ deep
  - 24’ x 22’ two-stall attached garage
  - 2 to 3 story building
  - 2,000 to 3,000 square feet per unit
  - 8 dwelling units

- **Rowhouse Building Type:**
  - 24’ wide units x 60’ deep
  - 24’ x 22’ two-stall attached garage
  - 2 story building
  - 1,800 to 2,300 square feet per unit
  - 4 dwelling units

- **Detached House Building Type:**
  - 24’ to 30’ wide units
  - 24’ x 22’ two-stall attached garage
  - 1 or 2 story building
  - 1,000 to 2,400 square feet per unit
  - 4 dwelling units arrayed in courtyard

**CONCEPT B BUILD OUT SUMMARY:**

- 16 dwelling units total
- Estimated Site Cost: $330,000.00
- Site Cost per Residential Unit: $20,400.00
- Estimated Architecture Cost: $5,800,000.00
SITE DESIGN

ILLUSTRATIVE PLAN: CONCEPT A BUILD OUT

VIEW A FROM THE SOUTHWEST

- Detached House Building Type arrayed as courtyard
- Mews Entry Rowhouse Building Type
- Rowhouse Building Type at North State Street

VIEW B FROM THE EAST WITH ST. JOSEPH RIVER IN FOREGROUND

- Rowhouse Building Type at North State Street
- Detached House Building Type arrayed as courtyard
- Mews Entry Rowhouse Building Type depicting river's edge view

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3.6

NORTH
ENVISIONED COURTYARD HOUSES ON FORMER YMCA SITE

ENVISIONED MEWS ENTRY ROWHOUSES ON FORMER YMCA SITE

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### SITE DESIGN

**MAIN & STATE FINANCIAL MODEL**

#### ESTIMATE OF SITE RELATED COSTS: CONCEPT A BUILD OUT

<table>
<thead>
<tr>
<th>REMOVALS &amp; DEMOLITION ITEMS</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
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<tr>
<td>Strip Topsoil</td>
<td>2,420</td>
<td>CY</td>
<td>$2.00</td>
<td>$4,840.00</td>
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<tr>
<td>Clearing and grubbing</td>
<td>1</td>
<td>AC</td>
<td>$1,500.00</td>
<td>$1,505.00</td>
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</tbody>
</table>

**Sub-Total for Removals & Demolition Items**

**$10,905.00**

<table>
<thead>
<tr>
<th>IMPROVEMENT ITEMS</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earthwork and Grading</td>
<td>12,730</td>
<td>CY</td>
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<td>$25,460.00</td>
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<tr>
<td>Unsuitable Soil Removal and Disposal (allowance)</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
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<tr>
<td>Commercial driveway and approach - North State Street</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
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<tr>
<td>Soil Erosion and Sediment Controls</td>
<td>1</td>
<td>Each</td>
<td>$2,500.00</td>
<td>$2,500.00</td>
</tr>
<tr>
<td>5' Wide Sidewalk (4&quot; thick on 4&quot; min CLII sand)</td>
<td>5,040</td>
<td>SF</td>
<td>$5.00</td>
<td>$25,200.00</td>
</tr>
<tr>
<td>Textured Concrete</td>
<td>7,270</td>
<td>SF</td>
<td>$5.00</td>
<td>$36,350.00</td>
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<tr>
<td>3.5&quot; Bit Pavement</td>
<td>750</td>
<td>SY</td>
<td>$16.00</td>
<td>$12,000.00</td>
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<tr>
<td>6&quot; Compacted Aggregate MDOT-22A</td>
<td>750</td>
<td>SY</td>
<td>$8.00</td>
<td>$6,000.00</td>
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<tr>
<td>12&quot; MDOT CL II Sand Subbase</td>
<td>750</td>
<td>CY</td>
<td>$12.00</td>
<td>$9,000.00</td>
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<tr>
<td>Concrete Rolled Curb and Gutter</td>
<td>750</td>
<td>LF</td>
<td>$20.00</td>
<td>$14,600.00</td>
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</table>

**Sub-Total for Improvement Items**

**$141,110.00**

<table>
<thead>
<tr>
<th>ON-SITE STORM SEWER ITEMS</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>24-36&quot; Storm Sewer</td>
<td>770</td>
<td>LF</td>
<td>$40.00</td>
<td>$30,800.00</td>
</tr>
<tr>
<td>4 ft. Dia. catch basin</td>
<td>7</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$21,000.00</td>
</tr>
<tr>
<td>4 ft. Manhole</td>
<td>1</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$3,000.00</td>
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</tbody>
</table>

**Sub-Total for Storm Sewer Items**

**$54,800.00**

<table>
<thead>
<tr>
<th>ON-SITE WATER ITEMS</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard hydrant and valve assembly</td>
<td>3</td>
<td>Each</td>
<td>$2,300.00</td>
<td>$6,900.00</td>
</tr>
<tr>
<td>8&quot; Ductile Iron Water Main</td>
<td>430</td>
<td>LF</td>
<td>$35.00</td>
<td>$15,050.00</td>
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<tr>
<td>1&quot; Service Leads</td>
<td>100</td>
<td>LF</td>
<td>$20.00</td>
<td>$2,000.00</td>
</tr>
<tr>
<td>2&quot; Service Leads (rowhouses)</td>
<td>40</td>
<td>LF</td>
<td>$30.00</td>
<td>$1,200.00</td>
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<tr>
<td>16&quot; x 16&quot; x 12&quot; TS Valve and Box</td>
<td>2</td>
<td>Each</td>
<td>$5,500.00</td>
<td>$11,000.00</td>
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</table>

**Sub-Total for Water Items**

**$36,150.00**

<table>
<thead>
<tr>
<th>ON-SITE SANITARY SEWER ITEMS</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot; Sewer Sewer</td>
<td>480</td>
<td>LF</td>
<td>$50.00</td>
<td>$24,000.00</td>
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<tr>
<td>4&quot; Dia. Manhole</td>
<td>2</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$6,000.00</td>
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</table>

**Sub-Total for Sanitary Sewer Items**

**$30,000.00**

<table>
<thead>
<tr>
<th>LANDSCAPING</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
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<tbody>
<tr>
<td>Replace Topsoil / Fine Grade</td>
<td>950</td>
<td>CY</td>
<td>$3.00</td>
<td>$2,850.00</td>
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<tr>
<td>Hydromulch</td>
<td>0.6</td>
<td>AC</td>
<td>$2,000.00</td>
<td>$1,169.79</td>
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**Sub-Total for Landscaping Items**

**$4,019.79**

**Sub-Total**

**$276,984.79**

**Misc. Contingency for design, modification, site, etc.**

10%  

**$27,700.00**

**GRAND TOTAL**

**$304,684.79**
### BUILDING CONSTRUCTION

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Rowhouse Building (~2050 sq ft avg @ 8 units)</td>
<td>16,400</td>
<td>SF</td>
<td>$180.00</td>
<td>$2,952,000.00</td>
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<tr>
<td>Detached House Building (~1700 sq ft avg @ 6 units)</td>
<td>10,200</td>
<td>SF</td>
<td>$200.00</td>
<td>$2,040,000.00</td>
</tr>
<tr>
<td><strong>Sub-Total for Building Construction</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$4,992,000.00</strong></td>
</tr>
</tbody>
</table>

### SUMMARY

<table>
<thead>
<tr>
<th><strong>SITE CONSTRUCTION COSTS</strong></th>
<th><strong>$304,684.79</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Construction Costs per residential unit (14 units)</td>
<td><strong>$21,763.20</strong></td>
</tr>
</tbody>
</table>

**ITEMS NOT INCLUDED IN ESTIMATE:**
- Site lighting, site signage, trash enclosures
- Site construction permits and review fees
- Utility connection fees and assessments
- Land costs, holding costs, finance charges, interest/carrying costs
- Architectural, landscape architect, and engineering fees
- Survey services and construction staking
- Soil boring and geotechnical services
- Environmental consultant fees
- Attorney/legal fees
- Other professional fees and services
### Site Design

#### Main & State Financial Model

**Estimate of Site Related Costs: Concept B Build Out**

<table>
<thead>
<tr>
<th>Removals &amp; Demolition Items</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Strip Topsoil</td>
<td>2,530</td>
<td>CY</td>
<td>$2.00</td>
<td>$5,060.00</td>
</tr>
<tr>
<td>Clearing and grubbing</td>
<td>1</td>
<td>AC</td>
<td>$1,500.00</td>
<td>$1,500.00</td>
</tr>
</tbody>
</table>

**Sub-Total for Removals & Demolition Items** $11,125.00

<table>
<thead>
<tr>
<th>Improvement Items</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earthwork and Grading</td>
<td>14,100</td>
<td>CY</td>
<td>$2.00</td>
<td>$28,200.00</td>
</tr>
<tr>
<td>Unsuitable Soil Removal and Disposal (allowance)</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Commercial driveway and approach - North State Street</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Soil Erosion and Sediment Controls</td>
<td>1</td>
<td>Each</td>
<td>$2,500.00</td>
<td>$2,500.00</td>
</tr>
<tr>
<td>5' Wide Sidewalk (4&quot; thick on 4&quot; min CLII sand)</td>
<td>5,330</td>
<td>SF</td>
<td>$5.00</td>
<td>$26,650.00</td>
</tr>
<tr>
<td>Textured Concrete</td>
<td>7,270</td>
<td>SF</td>
<td>$5.00</td>
<td>$36,350.00</td>
</tr>
<tr>
<td>3.5&quot; Bit Pavement</td>
<td>955</td>
<td>SY</td>
<td>$16.00</td>
<td>$15,280.00</td>
</tr>
<tr>
<td>6&quot; Compacted Aggregate MDOT-22A</td>
<td>955</td>
<td>SY</td>
<td>$8.00</td>
<td>$7,640.00</td>
</tr>
<tr>
<td>12&quot; MDOT CL II Sand Subbase</td>
<td>955</td>
<td>CY</td>
<td>$12.00</td>
<td>$11,460.00</td>
</tr>
<tr>
<td>ConcreteRolled Curb and Gutter</td>
<td>730</td>
<td>LF</td>
<td>$20.00</td>
<td>$14,600.00</td>
</tr>
</tbody>
</table>

**Sub-Total for Improvement Items** $152,680.00

<table>
<thead>
<tr>
<th>On-Site Storm Sewer Items</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>24-36&quot; Storm Sewer</td>
<td>710</td>
<td>LF</td>
<td>$40.00</td>
<td>$28,400.00</td>
</tr>
<tr>
<td>4 ft. Dia. catch basin</td>
<td>7</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$21,000.00</td>
</tr>
<tr>
<td>4 ft. Manhole</td>
<td>1</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$3,000.00</td>
</tr>
</tbody>
</table>

**Sub-Total for Storm Sewer Items** $52,400.00

<table>
<thead>
<tr>
<th>On-Site Water Items</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard hydrant and valve assembly</td>
<td>3</td>
<td>Each</td>
<td>$2,300.00</td>
<td>$6,900.00</td>
</tr>
<tr>
<td>8&quot; Ductile Iron Water Main</td>
<td>700</td>
<td>LF</td>
<td>$35.00</td>
<td>$24,500.00</td>
</tr>
<tr>
<td>1&quot; Service Leads</td>
<td>85</td>
<td>LF</td>
<td>$20.00</td>
<td>$1,700.00</td>
</tr>
<tr>
<td>2&quot; Service Leads (rowhouses)</td>
<td>80</td>
<td>LF</td>
<td>$30.00</td>
<td>$2,400.00</td>
</tr>
<tr>
<td>16&quot; x 16&quot; x 12&quot; TS Valve and Box</td>
<td>2</td>
<td>Each</td>
<td>$5,500.00</td>
<td>$11,000.00</td>
</tr>
</tbody>
</table>

**Sub-Total for Water Items** $46,500.00

<table>
<thead>
<tr>
<th>On-Site Sanitary Sewer Items</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot; Sewer Sewer</td>
<td>480</td>
<td>LF</td>
<td>$50.00</td>
<td>$24,000.00</td>
</tr>
<tr>
<td>4&quot; Dia. Manhole</td>
<td>2</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$6,000.00</td>
</tr>
</tbody>
</table>

**Sub-Total for Sanitary Sewer Items** $30,000.00

<table>
<thead>
<tr>
<th>Landscaping</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace Topsoil / Fine Grade</td>
<td>900</td>
<td>CY</td>
<td>$3.00</td>
<td>$2,700.00</td>
</tr>
<tr>
<td>Hydromulch</td>
<td>0.6</td>
<td>AC</td>
<td>$2,000.00</td>
<td>$1,110.15</td>
</tr>
</tbody>
</table>

**Sub-Total for Landscaping Items** $3,810.15

**Sub-Total** $296,515.15

**Misc. Contingency for design, modification, site, etc.** 10% $29,700.00

**Grand Total** $326,215.15
### SITE DESIGN

**MAIN & STATE FINANCIAL MODEL**

**ESTIMATE OF ARCHITECTURE COSTS AND SUMMARY: CONCEPT B BUILD OUT**

<table>
<thead>
<tr>
<th>BUILDING CONSTRUCTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rowhouse Building (~2050 sq ft avg @ 12 units)</td>
<td>24,600</td>
<td>SF</td>
<td>$180.00</td>
<td>$4,428,000.00</td>
</tr>
<tr>
<td>Detached House Building (~1700 sq ft avg @ 4 units)</td>
<td>6,800</td>
<td>SF</td>
<td>$200.00</td>
<td>$1,360,000.00</td>
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</tbody>
</table>

**Sub-Total for Building Construction**

$5,788,000.00

<table>
<thead>
<tr>
<th>SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>SITE CONSTRUCTION COSTS</td>
</tr>
</tbody>
</table>

Site Construction Costs per residential unit (16 units) **$20,388.45**

**ITEMS NOT INCLUDED IN ESTIMATE:**

- Site lighting, site signage, trash enclosures
- Site construction permits and review fees
- Utility connection fees and assessments
- Land costs, holding costs, finance charges, interest/carrying costs
- Architectural, landscape architect, and engineering fees
- Survey services and construction staking
- Soil boring and geotechnical services
- Environmental consultant fees
- Attorney/legal fees
- Other professional fees and services
1. The **cottage house** building type would meet the zoning requirements of the MDR district.

2. The **rowhouse** building type would meet the zoning requirements for the MDR district assuming dimensional standards are calculated on a parcel basis, not unit basis.

3. The **mews entry rowhouse** building type would meet the zoning requirements for the MDR district assuming dimensional standards are calculated on a parcel basis, not unit basis.

4. Section 305 stipulates that only one principal building or structure may be permitted per lot or parcel unless developed as a PUD.

**INTENT**

The intent of the Moderate Density Residential District is to enable attached residential dwellings, in multi-unit buildings or in buildings mixed with commercial uses (i.e., a mixed use building type).

**USES**

Duplex, single family detached, multiple family, nursing home, subdivision/condo/site condo, place of public assembly, bed and breakfast, education institution, office, taverns, lounge, auditorium.

**DIMENSIONS**

<table>
<thead>
<tr>
<th>1 and 2 family</th>
<th>3+family</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area: min. 8,000 sq.ft.</td>
<td>Area: min. 8,000 sq.ft.</td>
</tr>
<tr>
<td>Density: n/a</td>
<td>Density: n/a</td>
</tr>
<tr>
<td>Width: 65'</td>
<td>Width: 70'</td>
</tr>
<tr>
<td>Height: 40' or 4 stories</td>
<td>Height: 40' or 4 stories</td>
</tr>
<tr>
<td>Setbacks:</td>
<td>Setbacks:</td>
</tr>
<tr>
<td>f. 25'</td>
<td>f. 25'</td>
</tr>
<tr>
<td>r. 25'</td>
<td>r. 25'</td>
</tr>
<tr>
<td>s. 7'</td>
<td>s. 7'</td>
</tr>
<tr>
<td>Max. Coverage: 40%</td>
<td>Max. Coverage: 40%</td>
</tr>
<tr>
<td>Min. Floor Area: n/a</td>
<td>Min. Floor Area: n/a</td>
</tr>
<tr>
<td>Min. Living Space: n/a</td>
<td>Min. Living Space: n/a</td>
</tr>
</tbody>
</table>
**SITE DESIGN**

**BROADWAY & 3RD CONCEPT**

**ILLUSTRATIVE PLAN**

**SITE LOCATION MAP**

**SUMMARY**

- **Existing Buildings**
- **Mixed-Use Building Type**
  - 70' deep building typical, with 30' deep liner building
  - 2 to 4 story building
  - (Assumed as 3 story for unit count)
  - **Counts are cumulative**
  - 18,000 square feet ground floor retail
  - 36 dwelling units

- **Rowhouse Building Type:**
  - 24' wide units x 60' deep
  - 24' x 22' two-stall attached garage
  - 2 story building
  - 1,800 to 2,300 square feet per unit
  - 5 dwelling units

- **Detached House Building Type:**
  - 24' to 30' wide units
  - 24' x 22' two-stall attached garage
  - 1 or 2 story building
  - 1,000 to 2,400 square feet per unit
  - 9 dwelling units

**SUMMARY:**

- **18,000 square feet of retail**
- **50 dwelling units**

**Estimated Site Cost:** $750,000.00
**Site Cost per Residential Unit:** $15,000.00
**Site Cost per Retail Square Feet:** $42.00/sf
**Estimated Architecture Cost:** $14,600,000.00

**PRECEDENT BUILDING TYPES**

- **DETACHED HOUSE ON COURTYARD**
- **RO WHO USE**
**SITE DESIGN**

**BROADWAY & 3RD BIRD’S EYE**

**ILLUSTRATIVE PLAN**

- **ST. JOSEPH RIVER**
- **VIEW A** FROM THE NORTHWEST
- **VIEW B** FROM THE NORTHEAST WITH ST. JOSEPH RIVER IN BACKGROUND

**SITE LOCATION MAP**

- **VIEW A** FROM THE NORTHWEST
- **VIEW B** FROM THE NORTHEAST WITH ST. JOSEPH RIVER IN BACKGROUND

**Detached House Building Type arrayed as courtyard**

- **Rowhouse Building Type along Third Street**
- **Mixed Use Building Types fronting on river and park**
- **Grove of trees**
- **Mixed Use Building Types along Broadway**
- **Plaza to riverwalk and tree grove**
- **Riverfront park and trail**
- **Existing building**

**CITY OF NILES PLACEPLAN**

**MICHIGAN MUNICIPAL LEAGUE**

**NEDERVELD | WILLIAMS & WORKS**

4 March 2016
ENVISIONED PLAZA TO RIVERWALK, TREE GROVE, AND MIXED USE BUILDINGS ON FORMER PUBLIC SAFETY SITE

ENVISIONED ROWHOUSES ALONG THIRD STREET ON FORMER PUBLIC SAFETY SITE
### ESTIMATE OF SITE RELATED COSTS

#### REMOVALS & DEMOLITION ITEMS

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Strip Topsoil</td>
<td>4,300</td>
<td>CY</td>
<td>$2.00</td>
<td>$8,600.00</td>
</tr>
<tr>
<td>Clearing and grubbing</td>
<td>2</td>
<td>AC</td>
<td>$1,500.00</td>
<td>$2,000.00</td>
</tr>
<tr>
<td>Remove Existing Pavement</td>
<td>320</td>
<td>SY</td>
<td>$5.00</td>
<td>$1,600.00</td>
</tr>
<tr>
<td>Demo Existing Houses</td>
<td>4</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$20,000.00</td>
</tr>
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</table>

**Sub-Total for Removals & Demolition Items**

$38,200.00

#### IMPROVEMENT ITEMS

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earthwork and Grading</td>
<td>17,620</td>
<td>CY</td>
<td>$2.00</td>
<td>$35,240.00</td>
</tr>
<tr>
<td>Unsuitable Soil Removal and Disposal (allowance)</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Driveway and approach - Third Street North</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Driveway and approach - Third Street South</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Soil Erosion and Sediment Controls</td>
<td>1</td>
<td>Each</td>
<td>$2,500.00</td>
<td>$2,500.00</td>
</tr>
<tr>
<td>5&quot; Wide Sidewalk (4&quot; thick on 4&quot; min CL11 sand)</td>
<td>17,290</td>
<td>SF</td>
<td>$5.00</td>
<td>$86,450.00</td>
</tr>
<tr>
<td>3.5&quot; Bit Pavement</td>
<td>2,300</td>
<td>SY</td>
<td>$16.00</td>
<td>$36,800.00</td>
</tr>
<tr>
<td>6&quot; Compacted Aggregate MDOT-22A</td>
<td>2,300</td>
<td>SY</td>
<td>$8.00</td>
<td>$18,400.00</td>
</tr>
<tr>
<td>12&quot; MDOT CL 1 I Sand Subbase</td>
<td>2,300</td>
<td>CY</td>
<td>$12.00</td>
<td>$27,600.00</td>
</tr>
<tr>
<td>Concrete Rolled Curb and Gutter</td>
<td>765</td>
<td>LF</td>
<td>$20.00</td>
<td>$15,300.00</td>
</tr>
</tbody>
</table>

**Sub-Total for Improvement Items**

$237,290.00

#### ON-SITE STORM SEWER ITEMS

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>24-36&quot; Storm Sewer</td>
<td>504</td>
<td>LF</td>
<td>$40.00</td>
<td>$20,150.00</td>
</tr>
<tr>
<td>4 ft. Dia., catch basin</td>
<td>8</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$24,000.00</td>
</tr>
<tr>
<td>4 ft. Manhole</td>
<td>4</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>Underground Storage Basin (0.7 Cdev)</td>
<td>31,200</td>
<td>CF</td>
<td>$8.00</td>
<td>$249,600.00</td>
</tr>
</tbody>
</table>

**Sub-Total for Storm Sewer Items**

$305,750.00

#### ON-SITE WATER ITEMS

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard hydrant and valve assembly</td>
<td>3</td>
<td>Each</td>
<td>$2,300.00</td>
<td>$6,900.00</td>
</tr>
<tr>
<td>8&quot; Ductile Iron Water Main</td>
<td>693</td>
<td>LF</td>
<td>$35.00</td>
<td>$24,255.00</td>
</tr>
<tr>
<td>1&quot; Service Leads</td>
<td>171</td>
<td>LF</td>
<td>$20.00</td>
<td>$3,420.00</td>
</tr>
<tr>
<td>2&quot; Service Leads (rowhouses)</td>
<td>155</td>
<td>LF</td>
<td>$30.00</td>
<td>$4,650.00</td>
</tr>
<tr>
<td>16&quot; x 16&quot; x 12&quot; TS Valve and Box</td>
<td>2</td>
<td>Each</td>
<td>$5,500.00</td>
<td>$11,000.00</td>
</tr>
</tbody>
</table>

**Sub-Total for Water Items**

$50,225.00

#### ON-SITE SANITARY SEWER ITEMS

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot; Sewer Sewer</td>
<td>710</td>
<td>LF</td>
<td>$50.00</td>
<td>$35,500.00</td>
</tr>
<tr>
<td>4&quot; Dia. Manhole</td>
<td>3</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$9,000.00</td>
</tr>
</tbody>
</table>

**Sub-Total for Sanitary Sewer Items**

$44,500.00

#### LANDSCAPING

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace Topsoil / Fine Grade</td>
<td>1,479</td>
<td>CY</td>
<td>$3.00</td>
<td>$4,437.45</td>
</tr>
<tr>
<td>Hydromulch</td>
<td>0.9</td>
<td>AC</td>
<td>$2,000.00</td>
<td>$1,833.66</td>
</tr>
</tbody>
</table>

**Sub-Total for Landscaping Items**

$6,271.11

**Sub-Total**

$682,236.11

**Misc. Contingency for design, modification, site, etc.**

10%

**$68,200.00**

**GRAND TOTAL**

$750,436.11
## SITE DESIGN  
### BROADWAY & 3RD FINANCIAL MODEL

### ESTIMATE OF ARCHITECTURE COSTS AND SUMMARY

<table>
<thead>
<tr>
<th>BUILDING CONSTRUCTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed Use Building (18000 sq ft ground floor @ 3 stories tall)</td>
<td>54,000</td>
<td>SF</td>
<td>$180.00</td>
<td>$9,720,000.00</td>
</tr>
<tr>
<td>Rowhouse Building (~2050 sq ft avg @ 5 units)</td>
<td>10,250</td>
<td>SF</td>
<td>$180.00</td>
<td>$1,845,000.00</td>
</tr>
<tr>
<td>Detached House Building (~1700 sq ft avg @ 9 units)</td>
<td>15,300</td>
<td>SF</td>
<td>$200.00</td>
<td>$3,060,000.00</td>
</tr>
<tr>
<td><strong>Sub-Total for Building Construction</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$14,625,000.00</strong></td>
</tr>
</tbody>
</table>

### SUMMARY

<table>
<thead>
<tr>
<th>SITE CONSTRUCTION COSTS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>$750,436.11</td>
<td></td>
</tr>
</tbody>
</table>

- Site Construction Costs per residential unit (50 units) $15,008.72
- Site Construction Costs per square foot of retail/commercial space (18,000sf) $41.69

### ITEMS NOT INCLUDED IN ESTIMATE:
- Site lighting, site signage, trash enclosures
- Site construction permits and review fees
- Utility connection fees and assessments
- Land costs, holding costs, finance charges, interest/carrying costs
- Architectural, landscape architect, and engineering fees
- Survey services and construction staking
- Soil boring and geotechnical services
- Environmental consultant fees
- Attorney/legal fees
- Other professional fees and services
3.18

SCALE: 1" = 120'
NORTH

RECOMMENDATIONS

1. The **cottage house** building type would meet the zoning requirements of the MDR district.

2. The **rowhouse** building type would meet the zoning requirements for the MDR district assuming dimensional standards are calculated on a parcel basis, not unit basis.

3. The **mixed use** building type would not meet the zoning requirements for the MDR district. Many active ground floor uses (retail/service/restaurant) are not permitted in the MDR district. Further, front setbacks prohibit sitting at the property line. Section 303, 5 requires a clear sight area 25' from an intersection. Mixed use buildings “hold corners” and should be placed at property lines. Holding a corner creates a sense of enclosure, helping to slow vehicle speeds, provide more visual interest for pedestrians, and defines the public versus private realm.

4. Section 305 stipulates that only one principal building or structure may be permitted per lot or parcel unless developed as a PUD.

**SITE DESIGN**

**BROADWAY & 3RD ZONING ANALYSIS**

**ILLUSTRATIVE PLAN**

**EXISTING ZONING**

**RECOMMENDATIONS**

1. The **cottage house** building type would meet the zoning requirements of the MDR district.

2. The **rowhouse** building type would meet the zoning requirements for the MDR district assuming dimensional standards are calculated on a parcel basis, not unit basis.

3. The **mixed use** building type would not meet the zoning requirements for the MDR district. Many active ground floor uses (retail/service/restaurant) are not permitted in the MDR district. Further, front setbacks prohibit sitting at the property line. Section 303, 5 requires a clear sight area 25’ from an intersection. Mixed use buildings “hold corners” and should be placed at property lines. Holding a corner creates a sense of enclosure, helping to slow vehicle speeds, provide more visual interest for pedestrians, and defines the public versus private realm.

4. Section 305 stipulates that only one principal building or structure may be permitted per lot or parcel unless developed as a PUD.

**INTENT**

The intent of the Moderate Density Residential District is to enable attached residential dwellings, in multi-unit buildings or in buildings mixed with commercial uses (i.e., a mixed use building type).

**USES**

Duplex, single family detached, multiple family, nursing home, subdivision/condo/site condo, place of public assembly, bed and breakfast, education institution, office, taverns, lounge, auditorium

**DIMENSIONS**

<table>
<thead>
<tr>
<th>1 and 2 family</th>
<th>3+ family</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area: min. 8,000 sq.ft.</td>
<td>Area: min. 8,000 sq.ft.</td>
</tr>
<tr>
<td>Density: n/a</td>
<td>Density: n/a</td>
</tr>
<tr>
<td>Width: 65'</td>
<td>Width: 70'</td>
</tr>
<tr>
<td>Height: 40' or 4 stories</td>
<td>Height: 40' or 4 stories</td>
</tr>
<tr>
<td>Setbacks: f. 25'</td>
<td>Setbacks: f. 25'</td>
</tr>
<tr>
<td>r. 25'</td>
<td>r. 25'</td>
</tr>
<tr>
<td>s. 7'</td>
<td>s. 7'</td>
</tr>
<tr>
<td>Max. Coverage: 40%</td>
<td>Max. Coverage: 40%</td>
</tr>
<tr>
<td>Min. Floor Area: n/a</td>
<td>Min. Floor Area: n/a</td>
</tr>
<tr>
<td>Min. Living Space: n/a</td>
<td>Min. Living Space: n/a</td>
</tr>
</tbody>
</table>

**Development not proposed within boundaries of the Open Space district.**
SITE DESIGN
WATER STREET BLOCK CONCEPT

ILLUSTRATIVE PLAN: EXISTING CONDITIONS

EXISTING CONDITIONS

EXISTING CONDITIONS

ST. JOSEPH RIVER
WATER ST
FRONT ST
SYCAMORE ST
FERRY ST
MAIN STREET
parking
playground
wonderland cinema
save-a-lot
bank parking lot
parking
parking
parking
parking
parking

EXISTING CONDITIONS

veteran’s memorial

FRONT STREET, LOOKING SOUTH

RIVERFRONT PAVILION AND PARK

3.19
ILLUSTRATIVE PLAN: PHASE 1

MIXED-USE BUILDING (NILES MAIN ST)

MIXED-USE BUILDING (NILES MAIN ST)

PHASE 1 SUMMARY:

5,000 square feet of retail
10 dwelling units

PRECEDENT BUILDING TYPES

veteran’s memorial

parking lot

parking

playground

ST. JOSEPH RIVER

ST. JOSEPH RIVER

MIXED-USE BUILDING TYPE

Existing Buildings

Mixed-Use Building Type

70’ deep building
2 to 4 story building
(Assumed as 3 story for unit count)

5,000 square feet ground floor retail

10 dwelling units

WATER STREET BLOCK CONCEPT

SITE LOCATION MAP

SCALE: 1” = 150’
**ILLUSTRATIVE PLAN: PHASE 2**

**SITE LOCATION MAP**

**PHASE 2 SUMMARY**

- **Existing Buildings**
- **Mixed-Use Building Type**
  - 70' deep building typical, with 30' deep liner building
  - 2 to 4 story building
  - (Assumed as 3 story for unit count)
  - **Counts are cumulative**
  - 11,000 square feet ground floor retail
  - 22 dwelling units

**PRECEDENT BUILDING TYPES**

- MIXED-USE BUILDING
- MIXED-USE BUILDING (NILES PRECEDENT)

**CITY OF NILES PLAC PLAN**

MICHIGAN MUNICIPAL LEAGUE
NEDERVELED | WILLIAMS & WORKS

4 March 2016
ILLUSTRATIVE PLAN: PHASE 3

PHASE 3 SUMMARY

Rowhouse Building Type:
- 24’ wide units x 60’ deep
- 24’ x 22’ two-stall attached garage
- 2 story building
- 1,800 to 2,300 square feet per unit
- 7 dwelling units

Mixed-Use Building Type:
- 70’ deep building typical, with 30’ deep liner building
- 2 to 4 story building (Assumed as 3 story for unit count)
- **Counts are cumulative
- 11,000 square feet ground floor retail
- 22 dwelling units

Existing Buildings

PHASE 3 SUMMARY:
- 11,000 square feet of retail
- 29 dwelling units

PRECEDENT BUILDING TYPES

MIXED-USE BUILDING
- Green Building
- RO House
ILLUSTRATIVE PLAN: PHASE 4

WATER STREET BLOCK CONCEPT

SITE LOCATION MAP

PHASE 4 SUMMARY

- **Existing Buildings**
  - Mixed-Use Building Type:
    - 70’ deep building typical, with 30’ deep liner building
    - 2 to 4 story building
    - (Assumed as 3 story for unit count)
  - Counts are cumulative
    - 20,000 square feet ground floor retail
    - 40 dwelling units

- **Rowhouse Building Type**:
  - 24’ wide units x 60’ deep
  - 24’ x 22’ two-stall attached garage
  - 2 story building
  - 1,800 to 2,300 square feet per unit
  - 7 dwelling units

PHASE 4 SUMMARY:

- 20,000 square feet of retail
- 47 dwelling units

PRECEDENT BUILDING TYPES

MIXED-USE BUILDING

RO WHO USE
ILLUSTRATIVE PLAN: PHASE 5

PHASE 5 SUMMARY

Existing Buildings

Mixed-Use Building Type
- 70' deep building typical, with 30' deep liner building
- 2 to 4 story building
- (Assumed as 3 story for unit count)
- **Counts are cumulative**
- 35,000 square feet ground floor retail
- 70 dwelling units

Rowhouse Building Type:
- 24' wide units x 60' deep
- 24' x 22' two-stall attached garage
- 2 story building
- 1,800 to 2,300 square feet per unit
- 7 dwelling units

PRECEDENT BUILDING TYPES

MIXED-USE BUILDING

ROWHOUSE
ILLUSTRATIVE PLAN: BUILD OUT

BUILD OUT SUMMARY

Existing Buildings

Mixed-Use Building Type
70’ deep building typical, with 30’ deep liner building
2 to 4 story building
(Assumed as 3 story for unit count)
**Counts are cumulative

60,000 square feet ground floor retail
120 dwelling units

Rowhouse Building Type:
24’ wide units x 60’ deep
24’ x 22’ two-stall attached garage
2 story building
1,800 to 2,300 square feet per unit
7 dwelling units

Estimated Site Cost.....................$1,400,000.00
Site Cost per Residential Unit...........$11,000.00
Site Cost per Retail Square Feet........$23.00/sf
Estimated Architecture Cost............$35,000,000.00

PRECEDENT BUILDING TYPES

MIXED-USE BUILDING
ROWHOUSE
SITE DESIGN

WATER STREET RENDERINGS

ENVISIONED PLAZA AT FRONT STREET ON WATER STREET SITE

ENVISIONED FRONT AND SYCAMORE STREET INTERSECTION ON WATER STREET SITE WITH MIXED USE BUILDINGS

CITY OF NILES PLAC EPLAN
MICHIGAN MUNICIPAL LEAGUE
NEDERVE LD WILLIAMS & WORKS
4 March 2016
### Estimate of Site Related Costs: Build Out

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Removals &amp; Demolition Items</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobilization</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
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<tr>
<td>Strip Topsoil</td>
<td>4,000</td>
<td>CY</td>
<td>$2.00</td>
<td>$8,000.00</td>
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<tr>
<td>Clearing and grubbing</td>
<td>1</td>
<td>AC</td>
<td>$1,500.00</td>
<td>$1,500.00</td>
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<tr>
<td>Remove Existing Pavement</td>
<td>3,340</td>
<td>SY</td>
<td>$5.00</td>
<td>$16,690.06</td>
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<tr>
<td>Demo Existing Structures</td>
<td>1</td>
<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
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<tr>
<td><strong>Sub-Total for Removals &amp; Demolition Items</strong></td>
<td></td>
<td></td>
<td></td>
<td>$36,199.06</td>
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<tr>
<td><strong>Improvement Items</strong></td>
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<tr>
<td>Earthwork and Grading</td>
<td>21,850</td>
<td>CY</td>
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<td>$43,700.00</td>
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<td>Unsuitable Soil Removal and Disposal (allowance)</td>
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<td>Each</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
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<td>Roadway Reshaping at Front &amp; Ferry</td>
<td>1</td>
<td>Each</td>
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<td>$5,000.00</td>
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<td>Soil Erosion and Sediment Controls</td>
<td>1</td>
<td>Each</td>
<td>$2,500.00</td>
<td>$2,500.00</td>
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<td>5' Wide Sidewalk (4&quot; thick on 4&quot; min CL11 sand)</td>
<td>65,800</td>
<td>SF</td>
<td>$5.00</td>
<td>$329,000.00</td>
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<td>3.5&quot; Bit Pavement</td>
<td>2,600</td>
<td>SY</td>
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<td>$41,600.00</td>
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<td>6&quot; Compacted Aggregate MDOT-22A</td>
<td>2,600</td>
<td>SY</td>
<td>$8.00</td>
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<td>12&quot; MDOT CLII Sand Subbase</td>
<td>2,600</td>
<td>CY</td>
<td>$12.00</td>
<td>$31,200.00</td>
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<tr>
<td>Concrete Rolled Curb and Gutter</td>
<td>1,000</td>
<td>LF</td>
<td>$20.00</td>
<td>$20,000.00</td>
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<tr>
<td><strong>Sub-Total for Improvement Items</strong></td>
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<td></td>
<td></td>
<td>$498,800.00</td>
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<tr>
<td><strong>On-Site Storm Sewer Items</strong></td>
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<tr>
<td>24-36&quot; Storm Sewer</td>
<td>245</td>
<td>LF</td>
<td>$40.00</td>
<td>$9,800.00</td>
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<td>4 ft. Dia. Catch basin</td>
<td>4</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$12,000.00</td>
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<tr>
<td>4 ft. Manhole</td>
<td>2</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$6,000.00</td>
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<tr>
<td>Underground Storage Basin (Cdev = 0.7)</td>
<td>66,750</td>
<td>CF</td>
<td>$8.00</td>
<td>$534,000.00</td>
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<td><strong>Sub-Total for Storm Sewer Items</strong></td>
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<td></td>
<td>$561,800.00</td>
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<tr>
<td><strong>On-Site Water Items</strong></td>
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<td></td>
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<tr>
<td>Standard hydrant and valve assembly</td>
<td>3</td>
<td>Each</td>
<td>$2,300.00</td>
<td>$6,900.00</td>
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<td>8&quot; Ductile Iron Water Main</td>
<td>1,050</td>
<td>LF</td>
<td>$35.00</td>
<td>$36,750.00</td>
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<tr>
<td>1&quot; Service Leads</td>
<td>0</td>
<td>LF</td>
<td>$20.00</td>
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<tr>
<td>2&quot; Service Leads (rowhouses)</td>
<td>400</td>
<td>LF</td>
<td>$30.00</td>
<td>$12,000.00</td>
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<tr>
<td>16&quot; x 16&quot; x 12&quot; TS Valve and Box</td>
<td>2</td>
<td>Each</td>
<td>$5,500.00</td>
<td>$11,000.00</td>
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<tr>
<td><strong>Sub-Total for Water Items</strong></td>
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<td></td>
<td></td>
<td>$66,650.00</td>
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<tr>
<td><strong>On-Site Sanitary Sewer Items</strong></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>8&quot; Sewer Sewer</td>
<td>1,475</td>
<td>LF</td>
<td>$50.00</td>
<td>$73,750.00</td>
</tr>
<tr>
<td>4' Dia. Manhole</td>
<td>4</td>
<td>Each</td>
<td>$3,000.00</td>
<td>$12,000.00</td>
</tr>
<tr>
<td><strong>Sub-Total for Sanitary Sewer Items</strong></td>
<td></td>
<td></td>
<td></td>
<td>$85,750.00</td>
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<tr>
<td><strong>Landscaping</strong></td>
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<td></td>
<td></td>
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<tr>
<td>Replace Topsoil / Fine Grade</td>
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<td>CY</td>
<td>$3.00</td>
<td>$4,200.00</td>
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<td>Hydromulch</td>
<td>1.3</td>
<td>AC</td>
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<td><strong>Sub-Total for Landscaping Items</strong></td>
<td></td>
<td></td>
<td></td>
<td>$6,725.25</td>
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</tbody>
</table>

Sub-Total: $1,255,924.31

Misc. Contingency for design, modification, site, etc. 10%: $125,600.00

**Grand Total**: $1,381,524.31
## SITE DESIGN

### WATER STREET FINANCIAL MODEL

**ESTIMATE OF ARCHITECTURE COSTS AND SUMMARY: BUILD OUT**

<table>
<thead>
<tr>
<th>BUILDING CONSTRUCTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rowhouse Building (~2050 sq ft avg @ 7 units)</td>
<td>14,350</td>
<td>SF</td>
<td>$180.00</td>
<td>$2,583,000.00</td>
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<tr>
<td>Mixed use Building (60,000 sq ft ground floor @ 3 story avg)</td>
<td>180,000</td>
<td>SF</td>
<td>$180.00</td>
<td>$32,400,000.00</td>
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<tr>
<td><strong>Sub-Total for Building Construction</strong></td>
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<td></td>
<td>$34,983,000.00</td>
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</table>

### SUMMARY

<table>
<thead>
<tr>
<th>SITE CONSTRUCTION COSTS</th>
<th>$1,381,524.31</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Construction Costs per residential unit (127 units)</td>
<td>$10,878.14</td>
</tr>
<tr>
<td>Site Construction Costs per square foot of retail / commercial space (60,000sf)</td>
<td>$23.03</td>
</tr>
</tbody>
</table>

**ITEMS NOT INCLUDED IN ESTIMATE:**

- Site lighting, site signage, trash enclosures
- Site construction permits and review fees
- Utility connection fees and assessments
- Land costs, holding costs, finance charges, interest/carrying costs
- Architectural, landscape architect, and engineering fees
- Survey services and construction staking
- Soil boring and geotechnical services
- Environmental consultant fees
- Attorney/legal fees
- Other professional fees and services
**RECOMMENDATIONS**

1. When/ as development occurs, rezoning from Open Space to Central Business District will be required to build the proposed rowhouses and mixed use buildings. It is not recommended to rezone these lands unless a PUD or conditional rezoning is offered to ensure that building types and their arrangement correspond with the proposed place plan.

2. Auditorium and Large Place of Public Assembly are special land uses in the CBD district. Given the potential evolution of the Wonderland Cinema and suggested facade enhancements, it would be beneficial to move these uses to permitted uses and avoid the time and expense of a special land use process.

3. Consider a Form-Based Code for the Central Business District, or extend the City Center zoning west to encompass the proposed infill development area. The form-based code would establish building types and frontages to regulate building placement and composition consistent with the place plan.

**INTENT**

The intent of the Open Space district is to provide recreational areas and to protect and preserve areas of scenic, scientific and cultural value.

**USES**

- Golf course
- Open space
- Sports and entertainment facilities
- Mining, cemeteries, camps/campground
- Social club
- Wireless telecommunications tower

**DIMENSIONS**

- Area: n/a
- Density: n/a
- Width: n/a
- Height: 35’
- Setbacks:
  - f. 50’
  - r. 30’
  - s. 25’
- Max. Coverage: 20%
- Min. Floor Area: n/a
- Min. Living Space: n/a

**INTENT**

The intent of the Central Business district is to retail and business uses, as well as high density residential for an exciting living and shopping environment.

**USES**

- Banks, multi-family, mixed uses, personal services, office, retail, restaurant, tavern, day care, educational, place of public assembly, auditorium, hotel

**DIMENSIONS**

- Area: n/a
- Density: 50/ac
- Width: n/a
- Height: 60’
- Setbacks:
  - f. 0’
  - r. 0’
  - s. 0’
- Max. Coverage: 90%
- Min. Floor Area: n/a
- Min. Living Space: 450 for senior living, 600 for all other
The mixed-use building type is a medium- to large-sized typically attached structure. It is intended to provide a vertical mix of uses with ground floor retail or service uses and upper floor service or residential uses. This type makes up the primary component of a main street and downtown, and is a building type that can provide street vibrancy and enhanced walkability.

Mixed Use Building facade composition typically has the following attributes:

1. Building has a flat roof and parapet.

2. Building has cornice expression line at roofline.

3. Upper floor facades facing streets and river have minimum 15% of the façade as clear glass between the finish floor line of the second floor and bottom of cornice expression line.

4. Ground floor facades facing streets and river have between 70% and 90% of the facade as clear glass between the top of the storefront base and bottom of sign band (or horizontal expression line).

5. Upper windows are typically square or vertically proportioned.

6. Building has a 16” to 32” pilaster or wall surface every 20 to 40 feet along building facades facing streets. Pilasters typically extend vertically from grade to cornice expression line.
The retail building type is a medium- to large-sized typically attached structure. It is intended to provide a single story building with ground floor retail or service uses. This type makes up the secondary component of a main street and is a building type that can provide street vibrancy and enhanced walkability.

**Retail Building facade composition typically has the following attributes:**

1. Building has a flat roof and parapet.
2. Building has cornice expression line at roofline.
3. Ground floor facades facing streets and river have between 70% and 90% of the facade as clear glass between the top of the storefront base and bottom of sign band (or horizontal expression line).
4. Building has a 16” to 32” pilaster or wall surface every 20 to 40 feet along building facades facing streets. Pilasters typically extend vertically from grade to cornice expression line.
The rowhouse building type is a small- to medium-sized attached structure that consists of 2 to 8 rowhouses placed side-by-side. This type is typically located within medium-density neighborhoods or in a location that transitions from single-family to mixed-use. This type enables well-designed higher densities. It is an essential building type for providing a broad choice of housing types and promoting walkability.

Rowhouse facade composition typically has the following attributes:

1. Building has either a flat roof with parapet or a pitched (sloped) roof.
2. Building with flat roof has cornice expression line at roofline.
3. Upper floor facades facing streets and river shall have minimum 12% of the façade as clear glass between the finish floor line of the second story and bottom of cornice expression line or bottom of eave.
4. Ground floor facades facing streets and river have minimum 12% of the facade as clear glass between the adjacent grade and the finish floor line of the second story.
5. Building has a 16” to 24” pilaster or wall surface every 18 to 36 feet along building facades facing streets. Pilasters typically extend vertically from grade to cornice expression line.
The mews rowhouse building is similar to the rowhouse building type, except that its front entry faces a mews public realm and shares a frontage with the garage door. In Niles, this type is used along the riverfront to provide dual frontages at the mews and at the river. Refer to rowhouse building type for more information. The building type is a small-to medium-sized attached structure that consists of 2 to 8 rowhouses placed side-by-side.

Mews rowhouse facade composition typically has the following attributes:

1. Building has either a flat roof with parapet or a pitched (sloped) roof.

2. Building with flat roof has cornice expression line at roofline.

3. Upper floor facades facing street and river shall have minimum 12% of the façade as clear glass between the finish floor line of the second story and bottom of cornice expression line or bottom of eave.

4. Ground floor facades facing streets and river have minimum 12% of the façade as clear glass between the adjacent grade and the finish floor line of the second story.

5. Building has a 16” to 24” pilaster or wall surface every 18 to 36 feet along building facades facing streets. Pilasters typically extend vertically from grade to cornice expression line.
The live / work building type is a small- to medium-sized attached structure that consists of one dwelling unit above and/or behind a flexible ground floor space that can be used for residential, service, or retail uses. Both the ground floor space and the dwelling unit are owned by one entity. This type is especially appropriate for incubating retail and service uses and allowing neighborhood retail to expand as the market demands.

Live / Work Building facade composition typically has the following attributes:

1. Building has either a flat roof with parapet or a pitched (sloped) roof.
2. Building with flat roof has cornice expression line at roofline.
3. Upper floor facades facing streets and river shall have minimum 15% of the façade as clear glass between the finish floor line of the second story and bottom of cornice expression line or bottom of eave.
4. Ground floor facades facing streets and river have minimum 15% of the facade as clear glass between the adjacent grade and the finish floor line of the second story.
5. Building has a 16” to 32” pilaster or wall surface every 18 to 36 feet along building facades facing streets. Pilasters typically extend vertically from grade to cornice expression line.
The cottage court building type is composed of homes that are small- to medium-sized detached structures that incorporate one dwelling unit per building. The homes are arrayed facing a common courtyard in a walkable urban setting. The courtyard is typically landscaped. Homes are accessed via an alley. This type enables well-designed higher densities. It is an essential building type for providing a broad choice of housing types.

Cottage court facade composition typically has the following attributes:

1. Building has a pitched (sloped) roof that is compatible to the surrounding residential architecture.

2. Upper floor facades facing streets and river shall have minimum 10% of the façade as clear glass between the finish floor line of the second story and bottom of cornice expression line or bottom of eave.

3. Ground floor facades facing streets and river have minimum 10% of the facade as clear glass between the adjacent grade and the finish floor line of the second story.
Walking radius is the time and distance from the Main Street and Second Street intersection.
Walking radius is the time and distance from the Main Street and Second Street intersection.
2,031 Parking Spaces

**Private Off-Street Parking**
- 1,217 (75.8%)

**City Off-Street Parking**
- 445 (100%)

**On-Street Parking**
- 369 (95.1%)

Above walk time reference is the time it takes to walk from the Main Street and Second Street intersection to parking.
**PARKING STRATEGY**

**EXISTING OFF-STREET PARKING**

**MANAGEMENT**
Form a multi-agency and multi-disciplinary oversight committee to facilitate wayfinding, signage, and shared parking opportunities in the City.

**SUPPLY**
Implement parking maximum standards within the City Center Overlay; facilitate shared parking, especially between uses with differing peak demands, eg. Wonderland and City Hall.

**DEMAND**
Amend parking ordinance to require bicycle parking within the City Center Overlay; facilitate infill residential development within a 1/4 mile of City Hall and the Niles Amtrak Station.

**PLACE**
Provide bike lanes in accordance with the bike facilities strategy in the PlacePlan; enhance walkability by implementing street space standards on Second, Ferry and Front streets.

**TIME**
Review parking restrictions within municipal parking lots; allow overnight parking enabling new residential development to reduce on-site parking by utilizing existing off-street spaces.

**PRICE**
None.

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**PARKING RECOMMENDATIONS**

**EXISTING ON-STREET PARKING**

**MANAGEMENT**
Form a multi-agency and multi-disciplinary oversight committee to facilitate wayfinding, signage, and shared parking opportunities in the City.

**SUPPLY**
Continue to provide on-street parallel parking in accordance with the street space standards of the PlacePlan; work with MDOT to sign and stripe on-street spaces along Front Street north of Sycamore.

**DEMAND**
Consider a consolidated bicycle parking corral along Main Street in an existing on-street parking space; allow development to count on-street spaces within 400' of the development towards parking requirements.

**PLACE**
Demonstrate the use of on-street parking as a buffer between vehicular travel lanes and demonstrate an on-street bike lane, consider Second Street for the demonstration project.

**TIME**
Review parking restrictions for on-street parking; allow odd-even overnight parking to minimize on-site parking needs for new development while enabling street cleaning and snow removal.

**PRICE**
Consider metered spaces, especially along Main Street from the St. Joseph River east to Third Street. Metered spaces ensure turnover and discourage long-term employee parking.
**CITY PLAZA: STRATEGIC AND TACTICAL PLACEMAKING EXAMPLES**

**INTENT**
City Plaza provides a flexible and adaptable civic space framed by active ground floor uses connecting the riverfront to City Hall.

**URBAN ESSENTIALS**
Destination: City Plaza is a destination in itself, and the surrounding uses spill into the hardscape.

Enclosure: New infill development with active, ground-floor uses frame the space, providing a sense of enclosure.

Views and Vistas: From the riverfront and opening to Ferry Street, the City Plaza space is designed to guide the eye towards other city attractions.

Activation: The adaptable space has movable chairs, shade, and programming to invite lingering.

Connectivity: The plaza links Front Street, Ferry Street, 2nd Street and the riverfront park.

**POSSIBLE FUTURE DEVELOPMENT:**
- Mixed-Use Building
- Rowhouse Building
INTENT
Alleyway Appreciation recognizes the often overlooked spaces comprising the framework of the city.

URBAN ESSENTIALS
Destination: Alleys are more than service corridors, they can be multi-purpose places in the urban landscape.

Enclosure: Alleys, when framed by buildings, provide spatial definition and proportions that are human-scaled.

Views and Vistas: Constrained by narrow passageways, alleys open to grand, ideally terminal, vistas.

Activation: The adaptable space could be curated as an arts space with work displayed on building walls.

Connectivity: The alley provides an alternate connection to businesses within the core, a back door and short-cut to other destinations.

ALLEYWAY APPRECIATION: STRATEGIC AND TACTICAL PLACEMAKING EXAMPLES
POPP-UP PLACE: STRATEGIC AND TACTICAL PLACEMAKING EXAMPLES

INTENT
Pop-up Place envisions temporary, seasonal activation of a surface parking lot along Main Street.

URBAN ESSENTIALS
Destination: Pop-up places become gathering places for all ages.

Enclosure: Pop-up places through the placement of temporary structures, fill voids in the street wall.

Views and Vistas: Pop-up places are strategically located to entice visitors to key areas in the City.

Activation: Pop-up places activate the edges of blocks through programming and the temporary placement of structures.

Connectivity: At the corner of Front and Main Streets, a pop-up place will connect the core to the new bridge and the future YMCA redevelopment.
**WAYFINDING**

**INTENT**
Wayfinding can be an artist expression reflecting the uniqueness of a community and provide visitors important information about where to go and what to do.

**URBAN ESSENTIALS**
Destination: Wayfinding leads visitors to destinations, but its creative design can also captivate attention.

Enclosure: Wayfinding can be located in places with enclosure or guide people to those great places, like alleys, once they are activated.

Views and Vistas: Wayfinding signs should be cohesive, and easily recognizable.

Activation: Strategic placement of wayfinding can activate spaces.

Connectivity: Messaging on wayfinding signs should connect people to various city amenities, including parking.

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**WAYFINDING: STRATEGIC AND TACTICAL PLACEMAKING EXAMPLES**

- [Image of wayfinding example 1]
- [Image of wayfinding example 2]
- [Image of wayfinding example 3]
INTENT
Having jurisdiction enables the City to design the Second Street cross section as a complete street, emphasizing multiple modes, especially pedestrians and bicyclists.

URBAN ESSENTIALS
Destination: Streets, when appropriately designed, can become gathering places.

Enclosure: Vertical elements, like trees and buildings at the street, help narrow the perceived width of the street and slow traffic.

Views and Vistas: Narrow, human-scaled street spaces help lead the eye toward destinations, like City Hall.

Activation: Once humanized, a complete street helps foster foot-traffic, helping adjacent businesses thrive.

Connectivity: Streets designed for all modes are the veins connecting people to place.
“A good city is like a good party’, you know it’s working when people stay for much longer than really necessary, because they are enjoying themselves.”

-Jan Gehl
“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.”

-Jane Jacobs
APPENDIX B
Development Incentive Programs
The Michigan Community Revitalization Program (MCRP) is an incentive program available from the Michigan Strategic Fund (MSF), in cooperation with the Michigan Economic Development Corporation (MEDC), designed to promote community revitalization that will accelerate private investment in areas of historical disinvestment; contribute to Michigan’s re-invention as a vital, job generating state; foster redevelopment of functionally obsolete or historic properties; reduce blight; and protect the natural resources of this state. The program is designed to provide grants, loans, or other economic assistance for eligible investment projects in Michigan.

WHO IS ELIGIBLE?
A person or two (2) or more persons may apply to the MSF for approval of MCRP incentives associated with a project.

ELIGIBLE PROPERTY
The applicant shall include documentation establishing that the project is located on eligible property, meaning property meeting one or more of the following conditions (MCL 125.2090a(e)):
- Facility;
- Historic resource;
- Blighted;
- Functionally obsolete; or
- Adjacent or contiguous to a property described above, if the development of the adjacent or contiguous property is estimated to increase the taxable value of the property described above.

ELIGIBLE INVESTMENT
Eligible investment to an eligible property is considered based on one or more of the following categories as further determined by the MSF Board (MCL 125.2090a(d)):
- Any alteration, construction, improvement, demolition or rehabilitation of buildings;
- Site improvement;
- The addition of machinery, equipment or fixtures; and
- Architectural, engineering, surveying and similar professional fees for a project but not certain soft costs of the eligible investment.

PROGRAM PROVISIONS AND GUIDELINES
The MSF’s support will not exceed 25% of the total eligible investment for a single project, and in no event exceed a total of $10,000,000 for loan agreements or $1,000,000 for grant agreements, or $10,000,000 for a combination of support. Any grant or loan under the program will be performance based. Grants and loans will include flexible terms and conditions and may be assignable upon approval of the MSF. Loan terms and conditions may include below market interest rates, extended grace and repayment provisions, forgivable terms and no security or some security (which may be subordinated). As required by the Act, all written agreements will include a repayment provision for failure to comply with the provisions outlined in the written agreement. The Program will also consider awards to projects where the MSF will purchase a share, or participate, in a Senior Loan facility or contribute equity into the project all on terms acceptable to the MSF.

The MSF shall consider the following factors when considering a project for MSF Support:
- Projects which include revitalization of regional urban areas shall be given preference for MSF support;
- MSF support shall not include support for economic based projects that are not located in a downtown or traditional commercial center and that do not primarily promote the desired revitalization of urban areas;
- The importance of the project to the community in which it is located;
- Whether the project will act as a catalyst for additional revitalization of the community in which it is located;
- The amount of local community and financial support for the project;
- The applicant’s financial need for the incentive;
- The extent of reuse of vacant buildings and reuse of historical buildings and redevelopment of blighted property;
- The level and extent of environmental contamination;
- Creation of jobs;
- The level of private sector and other contributions, including federal resources;
- Whether the project is financially and economically sound;
- Whether the project increases the density of the area;
- Whether the project promotes mixed-use development and walkable communities;
• Whether the project converts abandoned public buildings to private use;
• Whether the project promotes sustainable development;
• Whether the project involves the rehabilitation of a historic resource meeting the Federal Secretary of the Interior’s Standards for rehabilitation and guidelines for rehabilitating historic buildings, 36 CFR 67;
• Whether the project addresses area wide redevelopment;
• Whether the project addresses underserved markets of commerce; and
• Whether the project will compete with or affect existing Michigan businesses within the same industry.

MSF support will be memorialized by final written grant, loan or other economic assistance agreement with terms and conditions in accordance with the MCRP guidelines and otherwise satisfactory to the MSF including, without limitation, requiring performance based milestones which will govern disbursements and periodic reporting of data during project revitalization efforts and after completion of the project. Financial information and any other information required to facilitate reporting to the MSF Board and the Michigan Legislature will be included in the agreement.

FEES
Fees may be charged for loan or other economic assistance projects to cover third-party expenses and other administrative costs.

PROCESS
All projects are subject to an application and due diligence process conducted by the MEDC. Projects that receive MEDC support will require the MSF’s approval and an agreement between the MSF and the qualified business. The following steps are offered as general guidelines on typical steps, timelines and responsibilities.

Step 1: Contact your local community for review and evaluation. If support is confirmed at local level, contact Community Assistance Team (CATeam) Specialist for review and evaluation of the project.

Step 2: If the project evaluation is determined to meet the criteria of the MCRP, the applicant shall receive and complete the Application.

Step 3: Following submission of the Application and supporting documents, the CATeam Specialist will present the project to MEDC staff for support to move the project forward.

Step 4: If supported, the project will undergo a needs analysis in conjunction with a Community Development Incentives Specialist and the project’s regional CATeam Specialist. Based on the finding of the review, a Letter of Interest (LOI) will be provided to the project with a preliminary incentive structure identified. The LOI will include a detailed listing of the required financial due diligence and legislative requirements needed to move the project forward within a specified time period.

Step 5: Final application and due diligence materials are submitted and reviewed and the final award amount is determined.

Step 6: All projects seeking approval will be considered by the MSF with recommendation of support by MEDC staff. Approvals and timelines will depend on the size and type of the incentive request. If approved, an agreement will be executed that establishes milestones to be met in order for incentive proceeds to be disbursed at project completion.

CONTACT INFORMATION
For more information on the MCRP incentives, please contact the CATeam Specialist assigned to your territory. Also, you can contact the MEDC Customer Contact Center at 517.373.9808.

SUPPORTING STATUTE
Public Act 252 of 2011
The Neighborhood Enterprise Zone (NEZ) Program was established by Public Act 147 of 1992, as amended. The program provides a tax incentive for the development and rehabilitation of residential housing. A qualified local unit of government may designate one or more areas as a NEZ within that local unit of government. The program was established to spur the development and rehabilitation of residential housing in communities where it may not otherwise occur. The program also encourages owner-occupied housing and new investment in communities.

WHO IS ELIGIBLE TO APPLY?
A qualified local unit of government, as defined under Section 2 of the Obsolete Property Rehabilitation Act 2000 PA 146, or a county seat.

HOW DOES IT WORK?
A community will reduce the taxes on property for up to 15 years in designated areas to promote the revitalization of those neighborhoods. Developers and owners must first seek approval for the NEZ benefits before starting a project. There are two different types of projects that can be undertaken in an NEZ:

- A rehabilitated facility is defined as an existing structure or a portion of an existing structure with a current true cash value of $80,000 or less per unit that has or will have as its primary purpose residential housing consisting of 1–8 units.

- A new facility is defined as a new structure or portion of a new structure that has as its primary purpose residential housing consisting of one or two units, one of which will be owner occupied as a principal residence. This definition includes a new individual condominium unit, in a structure with one or more condominium units, that has as its primary purpose residential housing which will be owner-occupied as a principal residence. Except when project meets ALL of the following items, a new facility does not include apartments:
  - Rented or leased or is available for rent or lease.
  - A mixed use building or located in a mixed use building that contains retail business space on street level floor.

- Located in a qualified downtown district (Downtown Development Authority, Principal Shopping District or boundaries identified by the local government in an area zoned and primarily used for business).

WHAT IS THE PROCESS?
Note: The following steps are offered as general guidelines only and the legislation should be reviewed by local officials prior to starting the designation process.

Local government process to designate a NEZ
1. The governing body of a qualified local unit of government by resolution may designate one or more NEZs within that local governmental unit. The NEZ must contain, at a minimum, platted parcels of land and the land must be compact and contiguous. Minimum number of parcels and maximum percent of acreage vary depending on type of designation.
2. Written notice is provided to the assessor and to the governing body of each taxing unit not less than 60 days before passing the resolution designating a NEZ.
3. The governing body makes a finding that the proposed NEZ is consistent with the master plan, neighborhood preservation and economic development goals of the local governmental unit.
4. The governing body adopts a statement of the local unit of government’s goals, objectives and policies relative to the maintenance, preservation, improvement and development of housing for all persons regardless of income level living within the proposed NEZ.
5. The governing body passes a housing inspection ordinance that, at a minimum, requires that before the sale of a unit in a new or rehabilitated facility for which a NEZ certificate is in effect, an inspection is made of the unit to determine compliance with any local construction or safety codes and that a sale may not be finalized until there is compliance with those local codes.
6. The governing body holds a public hearing not later than 45 days after the date the notice is sent but before acting upon resolution.
7. Assessor determines and furnishes the governing body the amount of true cash value of the property located...
within the proposed NEZ and any other information considered necessary by the governing body.

8. The clerk of the governing body notifies the state tax commission of resolution passage, including a copy of the resolution and a listing of each parcel located in the NEZ, showing parcel code numbers and addresses.

Owner/developer process for obtaining a NEZ certificate

1. An owner or developer (or prospective owner or developer) of a proposed new facility or proposing to rehab property in a NEZ files an application for an NEZ certificate with the clerk of the local government. The application must be filed before a building permit is issued for the new construction or rehabilitation of the facility, unless they qualify for the exceptions provided for in Section 4 (2) of the Act.

2. An owner/developer obtains a building permit and submits a copy to the local unit of government.

3. Upon project completion, the property owner must submit to the local unit of government the following:
   - **New Facility/Homestead Facility**—certificate of occupancy and/or an affidavit executed by the owner affirming that the facility is occupied by the owner as a principal residence.
   - **Rehabilitated Facility**—an affidavit executed by the owner affirming that the facility is occupied by the owner as a principal residence, a certificate that the improvements have met the minimum cost requirements and the local building code standards issued by the local building inspector, and a certificate of occupancy if required by the local building permits or codes.

4. The local government will forward an application approved by resolution and the appropriate documentation (building permit, resolution contractor estimates, legal description and parcel number) to the state tax commission within 60 days of receiving it.

5. The State Tax Commission will issue a certificate to the applicant if it is determined that the facility complies with the NEZ program requirements within 60 days of receipt of the complete application from local government. Copies of the certificate will be sent to the applicant, assessor’s office and each affected taxing unit.

Rehabilitation cost requirements

- Improvements, if done by a licensed contractor, are estimated at more than $5,000 per owner-occupied unit or 50 percent of the true cash value (whichever is less), or $7,500 per non-owner-occupied unit or 50 percent of the true cash value (whichever is less).
- If the owner proposes improvements that would be done by the owner, the cost of the materials must be in excess of $3,000 per owner-occupied unit or $4,500 per non-owner-occupied unit. Improvements estimated by the owner should not include the cost of labor.
- These improvements must bring the structure into conformance with minimum building code standards. A rehabilitated facility does not include a facility rehabilitated with the proceeds of an insurance policy for property or casualty loss.

NEZ certificate

- The NEZ certificate becomes effective December 31 of the year the new facility or rehabilitated facility is substantially completed and for a new facility occupied by an owner as a principal residence.
- **OR** If a new facility is substantially completed in a year but is not occupied by an owner as a principal residence until the following year, upon the request of the owner, the effective date of the NEZ shall be December 31 in the year immediately preceding the date of occupancy by the owner as a principal resident.
- **OR** Upon the request of the owner, the effective date of the NEZ for a rehabilitated facility shall be December 31 in the year immediately preceding the date on which the rehabilitated facility is substantially completed.
- Certificates are effective for up to 17 years, depending on the local government unit and the type of project.
- A certificate can be transferred to succeeding property owners within the 12 years provided that the new owner meets the NEZ requirements for the program.
- A certificate expires if an owner fails to complete the filing within two years after the certificate is issued.
- A certificate is automatically revoked if any one of the following exists:
  - The new facility is no longer a homestead or residential facility.
NEIGHBORHOOD ENTERPRISE ZONE (NEZ) continued

- The NEZ tax is not paid or property tax is not paid.
- The structure is not in compliance with local construction, building or safety codes.
- Requests for certificate revocation must be made to the State Tax Commission.

NEZ Tax
- The NEZ tax is levied on NEZ certificate holders in place of ad valorem real property taxes on the new or rehabilitated facility (not on the land on which the facility is located). The property taxes levied on the land will continue to be collected as they would without the NEZ designation.
- The NEZ tax is an annual tax payable at the same time, and in the same way, taxes under the general property tax act are collected.
- Until paid, the NEZ tax is a lien on the real property upon which the new facility or rehabilitated facility subject to the certificate is located.
- School taxes are reimbursed by the state.

New facility property tax calculation
- Financial Residence Property—Apply one-half of the previous year’s state average principal residence millage rate to the value of the facility.
- Non-Principal Residence Property—Apply one-half of the previous year’s state average non-principal residence millage rate to the taxable value of the facility.

Rehabilitated facility tax calculation
- Apply the current total millage rate to the previous year’s taxable value of the rehabilitated portion of the facility (not including the land).

WHY WOULD A COMMUNITY WANT TO ESTABLISH A NEZ?
A Neighborhood Enterprise Zone provides a tax incentive for the development and rehabilitation of residential housing and to spur the development and rehabilitation of residential housing in communities where it may not otherwise occur. A NEZ also promotes neighborhood revitalization, encourages owner occupied housing and new investment by lowering property taxes.

CONTACT INFORMATION
For more information contact the MEDC Customer Contact Center at 517.373.9808.